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NORWAY AND SWEDEN.

HANDBOOK FOR TRAVELLERS

BY

K. BAEDEKER.

WITH 23 MAPS AND 13 PLANS.

FOURTH REVISED EDITION.

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'Go, little book, God send thee good passage,
And specially let this be thy prayere
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all.'

PREFACE.

The object of the Handbook for Norway and Sweden, which now appears for the fourth time, is to supply the traveller with information regarding the most interesting scenery and physical characteristics of these countries, and with a few notes on the history, languages, and customs of the inhabitants. Like the Editor's other handbooks, it is based on his personal acquaintance with the country described, a great part of which he has himself explored, visiting the most important places repeatedly. His exertions to secure the accuracy and completeness of the work have been supplemented by the kind assistance of several gentlemen, Norwegian, Swedish, English, and German, to whom his grateful acknowledgements are due. If, however, any of the statements in the Handbook should be found erroneous or defective, he will gratefully receive any corrections or suggestions with which travellers may favour him.

The traveller will effect a considerable saving both of time and money by preparing an outline of his tour before leaving home, but the details cannot be finally adjusted until the latest local time-tables have been consulted. The most important of these are 'NORGES COMMUNICATIONER' for Norway (25 ø.) and 'SVERIGES KOMMUNIKATIONER' for Sweden (10 ö.), both issued weekly in summer at Christiania and Stockholm respectively, but these publications, the latter in particular, are far from complete, containing no mention of many of the small steamboats which ply on the remoter fjords, lakes, and rivers. An excellent itinerary for the southern districts of Norway is the 'LOMME-REISEROUTE' (usually published in June, price 1 kr. 50 ø.).

On the MAPS and PLANS of the most important districts and towns the utmost care has been bestowed, and it is hoped that they will be found to suffice for all ordinary travellers.

HEIGHTS are given approximately in English feet (1 Norw. ft. = 1.029 Engl. ft.; 1 Sw. ft. = 0.974 Engl. ft.). DISTANCES are given in kilomètres, as the tariffs for carrioles and boats are now calculated on the metrical system (comp. pp. XXII, XXIII). The POPULATIONS and other statistics are given from the most recent official sources.

First-class HOTELS, though much less numerous in Norway and Sweden than in more densely peopled countries, are to

be found in many of the larger towns, while in the smaller towns and country districts there are inns (Norw. *Gjæstgiverier*, Sw. *gästgifvaregårdar*), posting-stations (Norw. *Skydsstationer*, Sw. *skjutsstationer*), and farm-houses (Norw. *Bondegaarde*, Sw. *bondegårdar*), the proprietors of which are bound to receive travellers and to provide them with horses whenever required. The accommodation at these country inns or stations is usually unpretending, but they are generally clean, and the charges are very moderate. In the Introduction and throughout the Handbook the ordinary items of expenditure are given approximately. The landlords are a much more independent class than the innkeepers of most other countries, being in many cases substantial farmers or shopkeepers, a very small proportion of whose livelihood is derived from innkeeping.

To the LANGUAGES of Norway and Sweden, the former in particular, an unusually ample space has been allotted (see removable cover at the end of the volume), partly on the ground that a slight knowledge of them is essential to the complete success of the traveller's tour, and partly because they are not included in any of the ordinary manuals of conversation.

Lovers of SPORT will still find considerable scope for their favourite pursuits both in Norway and Sweden, but seldom without deviating from the beaten track of tourists, and undergoing some privations. A number of the places where the best shooting and fishing are obtainable are mentioned in the Handbook.

To hotel-keepers, tradesmen, and others the Editor begs to intimate that a character for fair dealing towards travellers forms the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

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Plans and Maps.

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PLANS: 1. *Christiania* (1 : 20,000). — 2. *Bergen*, with Environs (1 : 24,000). — 3. *Throndhjem*, with Environs (1 : 50,000). — 4. *Drammen*, with Environs (1 : 20,000). — 5. *Fredrikshald* (1 : 15,000). — 6. *Gothenburg* (1 : 21,500). — 7. *Molde* (1 : 80,000). — 8. *Sarpsborg* (1 : 26,100). — 9. *Stockholm* (1 : 15,000). — 10. *Upsala* (1 : 20,000). — 11. *Visby* (1 : 15,000). — 12. *Lund* (1 : 20,000). — 13. *Malmö* (1 : 30,000).

MAPS. 1. General Map of *S. Norway* (1 : 2,000,000): before the Title-page.

2. Map of the *Environs of Christiania* (1 : 80,000): p. 10.

3. Map of the District between *Christiania*, *Kongsberg*, and *Lake Krøderen* (1 : 500,000): between pp. 10, 11.

4. Map of *North Telemarken* (1 : 500,000): between pp. 18, 19.

5. Map of *South Telemarken* (1 : 500,000): between pp. 32, 33.

6. Map of the *Stavanger Fjord and its Branches* (1 : 500,000): between pp. 46, 47.

7. Map of the *Outer Hardanger Fjord* (1 : 500,000): p. 52.

8. Map of the *Inner Hardanger Fjord* (1 : 500,000): between pp. 54, 55.

9. Map of the *Inner Sognefjord* (1 : 500,000): p. 100.

10. Map of the *Central Part of the Sognefjord* (1:500,000): between pp. 108, 109.
11. Map of *Jotunheim* (1:500,000): between pp. 132, 133.
12. Map of the *Nordfjord and its Surroundings* (1:500,000): between pp. 168, 169.
13. Map of the *Moldefjord and its Branches* (1:500,000): between pp. 200, 201.
14. Map of the *North-West and North Coast of Norway* (1:1,500,000), 1st Sheet: between pp. 230, 231.
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16. Map of the *Estuary of the Göta-Elf* (1:100,000): p. 290.
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20. Map of the *Saltsjö from Mölna to Vaxholm*, to the E. of Stockholm (1:100,000): p. 352.
21. Map of the *Banks of the Sund* (1:500,000): p. 392.
22. General Map of *S. Sweden* (1:2,000,000): after the Index.
23. Key Map of *Norway and Sweden*, showing the Maps of the Handbook: after the Vocabulary.

Abbreviations.

N., S., E., W. = north, northern; south, southern; east, eastern; west, western.

M. = Norwegian mile in Norway (1 Norw. M. = 7 Engl. M.), and Swedish mile in Sweden (1 Sw. M. = $6^3/_4$ Engl. M., nearly), unless the contrary is stated.

R., B., D., S., A. = room, breakfast, dinner, supper, attendance.

R. also = Route.

Kr., ø. = crowns and øre in Norway.

Ö. = öre, the form used in Sweden.

Ft. = English feet.

As the metrical system has been adopted in both Norway and Sweden, the distances are usually given in kilomètres (1 Kil. = 0,621 Engl. M.; comp. the Table before the title-page), though the old reckoning by miles is still common in parts of Norway, one Norwegian mile being reckoned as 3 hrs. walking or 2 hrs. driving. A Norwegian sea-mile is = 4 Engl. sea-miles. On railway-routes the distances are generally reckoned from the starting-point of the journey, while on steamboat-routes and high-roads the distances from station to station are given as more convenient.

Asterisks (*) are used as marks of commendation.

INTRODUCTION.

I. Expenses. Money. Language. Passports. Post Office.

The cost of travelling in Norway and Sweden is much more moderate than in most other parts of Europe, but as the distances are very great and much time is consumed in traversing them by road, steamboat, and rowing-boat, the sum total of the traveller's expenses will not usually amount to much less than would be spent on a tour in Switzerland or Tyrol. After arriving in the country, the traveller should allow at least 1*l.* for each day of his tour, but less will suffice if a prolonged stay be made at one or more resting-places.

Money. By the monetary conventions of 1873 and 1875 the currency of the three Scandinavian kingdoms was assimilated. The crown *(krone)* is worth 1*s.* $1\frac{1}{3}$*d.* and is divided into 100 parts called *øre* in Norway and öre in Sweden (see money-table before the title-page). The coins and state-banknotes of this system are current throughout the three countries, but this is not the case with the notes of the private banks of Sweden. English sovereigns, each worth 18 kr., usually realise their full value at all the principal centres of commerce, though the rate of exchange is often a few øre less than 18 kr. per pound. Large sums are conveniently carried in the form of circular notes or letters of credit, issued by the chief British and American banks. The traveller will find it convenient to obtain an abundant supply of small notes and coins *(Smaa Penge)* at Gothenburg, Stockholm, Christiania, or Christiansand before starting on his tour, as in the remoter districts it is sometimes difficult to procure change for a gold piece of 10 or 20 kr.

Language. English is spoken on board almost all the Norwegian steamboats and at the principal resorts of travellers both in Norway and Sweden, but in the country districts the native tongue alone is understood. The Danish language, as pronounced in Norway, is on the whole the most useful, especially as most travellers devote far more time to Norway than to Sweden. (See grammars and vocabularies in the removable cover at the end of the volume.)

Passports are unnecessary, except for the purpose of procuring delivery of registered letters. — The **Custom House Examination** is invariably lenient. Comp. p. 311.

Post Office. The postage of a letter to Great Britain or the United States, weighing $\frac{1}{2}$ oz., is 20 øre, and of a post-card *(Brefkort, Brevkort)* 10 ø. The traveller should avoid giving his correspondents any *poste restante* address other than steamboat or

railway stations, as the communication with places off the beaten track is slow and uncertain. *Telegraph Offices* are numerous in proportion to the population.

II. Plan of Tour.

A careful plan should be prepared before the traveller leaves home, but the details must be left to be filled in as he proceeds on his way. The steamboat arrangements are constantly undergoing alteration, and the slowness and uncertainty of travelling by carriole and rowing-boat often give rise to disappointment, while many of the traveller's movements must of course depend on the state of the weather.

The best season for travelling, both in Sweden and Norway, is from the beginning of June to the middle of September, but for the Jotunheim and other mountain regions July and August, as many of the loftier routes are apt to be obstructed by snow both earlier and later in the season. The gnats which swarm in some of the inland districts, especially in the Swedish Norrland, including Lapland, are a great source of annoyance and suffering, but the plague generally abates after the middle of August. For a voyage to the North Cape (R. 29), or to Háparánda and Avasaxa (RR. 31, 51), for the sake of seeing the midnight sun, the best season is from the middle of June to the end of July. It may also be noted that August is often a rainy month in the eastern districts of Norway, while the wet season sets in somewhat later on the W. coast.

An energetic traveller may see almost all the chief points of interest in Norway and Sweden in 2½-3 months, but a thoroughly exhaustive tour cannot be accomplished in one season. The chief attractions in Norway are the fjords of the west coast, the Jotunheim Mountains, and the magnificent scenery of the Nordland within the Arctic Circle. The chief interest of Sweden consists in its towns and its canals. — The railway companies have lately begun to issue Circular Tour Tickets, available for 30-60 days, and these may sometimes be found serviceable by the tourist in Sweden. He should, however, avoid routes conducting him over the Kil and Falun railway (p. 364). The fine scenery on the W. coast of Norway is not included in any of the districts for which circular tickets are issued. — The routes given in the Handbook may be combined in many different ways, but a few of the favourite tours are subjoined as specimens.

i. Two or three Weeks from Christiansand.

	Days
From Christiansand by steamer to *Stavanger* and *Odde* on the Hardanger Fjord, and thence to *Bergen* (RR. 7-10)	5-7
From Bergen by railway to *Vossevangen*, and by road to *Gudvangen* on the Sognefjord (R. 11)	1½-2
From Gudvangen to *Lærdalsøren*, and Excursion to the *Jostedalsbræ* (R. 14)	3-4
From Lærdalsøren through the *Valders* to *Christiania* (R. 13)	4-6
	13½-19

ii. Three or Four Weeks from Christiansand.

	Days
From Christiansand by steamer to *Skien*, and thence by lake steamer to *Notodden-Hitterdal*, and by road to *Tinnoset* (RR. 3, 4)	4-6
From Tinnoset to the *Rjukanfos*, and thence to *Aamot*, either viâ Tinnoset or viâ the *Totakvand* (RR. 3, 4)	3-4
From Aamot to the *Haukeli-Sæter* and *Odde* (R. 4)	3-4
From Odde to *Bergen* and thence either viâ *Vossevangen* as in Tour i, or by steamer all the way, to *Lærdalsøren* (RR. 9, 10, 11, 14)	5-6
Excursions from Lærdalsøren, and thence to *Christiania* as above (RR. 14, 12, 13)	7-9
	22-29

iii. Three or four Weeks from Christiania.

From Christiania to *Drammen*, *Kongsberg*, and the *Rjukanfos* (RR. 2, 3)	2-3
From the Rjukanfos to *Odde*, *Bergen*, *Lærdalsøren*, and *Christiania* (as in Tour ii)	18-24
	20-27

iv. Three or four Weeks from Christiania.

By steamboat from Christiania to *Skien*, and thence by lake steamer to *Hitterdal;* excursion thence to the *Rjukanfos* and back (RR. 4, 3)	5-6
From Hitterdal by road to *Hvideseid* and by steamer to *Laurdal* and *Dalen;* excursions from Laurdal and Dalen (RR. 3, 4)	5-6
From Dalen to *Odde;* steamboat to *Eide;* road to *Vossevangen* and *Gudvangen;* and thence to *Lærdalsøren* and *Christiania* (as in Tours ii, iii)	10-16
	20-28

v. Three or four Weeks from Christiania.

From Christiania through the *Valders* and over the *Filleffjeld* to *Lærdalsøren* and *Gudvangen* (RR. 13, 12)	5-7
From Gudvangen to *Eide* on the *Hardanger Fjord;* thence to *Odde*, and from Odde to *Bergen* (RR. 11, 9)	7-9
From Bergen by the *Overland Route* to *Molde* (R. 21)	4-5
From Molde to the *Romsdal*, the *Gudbrandsdal*, *Lillehammer*, and *Christiania* (RR. 15, 23)	6-8
	22-29

vi. Three or four Weeks from Christiania.

As in Tour v to *Molde*	16-21
From Molde to the head of the *Romsdal* and back (R. 23)	3-4
From Molde by steamboat direct, or partly overland, to *Throndhjem* (RR. 19, 24)	1-3
Railway from Throndhjem to *Christiania* (R. 25)	1½
	21½-30½

vii. Seven to ten Weeks from Gothenburg.

From Gothenburg to *Trollhättan*, *Jönköping*, *Vadstena*, and *Stockholm* (RR. 37, 38, 39)	5-7
Stockholm and Environs (R. 44)	3-4
From Stockholm to *Upsala*, *Östersund*, and *Throndhjem* (RR. 46, 47, 50)	3-4
From Throndhjem to the *North Cape*, and back to *Throndhjem* (RR. 28, 29)	15-20
From Throndhjem over the *Dovrefjeld* to the *Romsdal* and *Molde* (R. 25)	5-6
From Molde overland to the *Sognefjord* and *Bergen* (R. 21)	4-6
From Bergen to *Odde* on the *Hardanger Fjord*, thence to *Eide*, *Gudvangen*, *Lærdalsøren*, and *Christiania*, as in Tours ii, iii.	14-21
	49-68

WALKING TOURS. All the above tours are easy, being accomplished almost entirely by steamboat, railway, and carriole, and the traveller will rarely suffer any privation worthy of mention. To mountaineers, pedestrians, and lovers of wild and grand scenery, who are prepared for occasional privations and fatigues, the following walks and excursions are recommended: —

From Christiansand through the *Sætersdal* to the *Suledalsvand* and *Odde*, RR. 6, 9.

Excursions to the *Buarbræ* and *Folgefond*, the *Skjæggedalsfos*, the *Vøringsfos*, and the walk from *Ulvik* to *Eide*, R. 9.

From *Lærdatsøren* to *Jostedal*; back to the *Lysterfjord*, and then to *Skjotden*, *Fortun*, and *Oscarshoug*, RR. 14, 17.

From Fortun to *Aardal* and the *Vettisfos*, and thence to *Lakes Tyin*, *Bygdin*, and *Gjende*, RR. 14, 16, 17.

From Lake Gjende to the *Galdhøpiggen*, the highest mountain in Norway, and to *Rødsheim*, R. 17.

From Rødsheim to the *Strynsvand*, and excursions at the head of the *Nordfjord*, RR. 18, 22.

From Hellesylt to the *Norangsfjord* and back, R. 20.

From Hellesylt to *Mœraak*, and thence to *Stavbrækkene* and back, RR. 21, 18.

From Sylte across the *Stegafjeld* to *Veblungsnæs* in the *Romsdal*, RR. 21, 23.

From Veblungsnæs or from *Molde* to the *Eikisdalsvand* and *Sundalsøren*, RR. 23, 25.

From *Bodø* to the *Sulitelma*, R. 29.

From *Tromsø* to the *Lyngenfjord*, R. 29.

SPORT of all kinds has fallen off greatly in Norway and Sweden of late years. Excellent salmon-fishing is indeed still obtainable, but only at high rents, and the best rivers, such as the *Namsen-Elv* above Namsos, are let on long leases, chiefly to wealthy Englishmen. Trout fishing, however, may still be had in abundance by those who are prepared for some hardships. Among the best waters ('Fiskevand') for trout and grayling are the *Telemarken Lakes*, the *Messna* and *Laagen* which fall into Lake Mjøsen, the *Storsjø*, *Isternsjø*, and *Fœmundsjø*, the *Östra Dal-Elf* and other streams falling into Lake Siljan in Sweden, the *Lule-Elf* and the lakes from which it descends in Lapland, and many other lakes and rivers mentioned in the Handbook. — It is difficult now to obtain good shooting in Norway and Sweden, but the mountains enclosing the Hallingdal are still said to afford good reindeer-shooting, which may also be had on the Hardanger Vidder, in the neighbourhood of the Romsdal, near Røros, and in Lapland. Wild-fowl abound in many parts of Norway, particularly in the trackless forests of Østerdalen, in the Ostra and Vestra Dal in Dalarne, in the vicinity of the Storsjö in Jemtland, and in Lapland, but the sportsman will find serious difficulties to contend with. In the first place a very large proportion of the mountain and forest districts, where the best sport is obtainable, belongs to government, and by a Norwegian law passed in 1877 200-500 crowns, according to circumstances, must be paid for a license to shoot there. Persons found shooting without a license are liable to a fine of 200-1000 crowns.

Although no license is required when permission is obtained to shoot over private property, the sport is generally very inferior. Another drawback to the sportsman's enjoyment is the difficulty of obtaining good or even tolerable quarters. The Swedish game-laws, however, are as yet much less stringent, no license being required for shooting on unenclosed land belonging to government.

The CLOSE SEASONS in Norway are as follows: — For heath-hen and black-hen (*Røi* and *Urhøne*), 15th March to 15th Aug.; capercailzie (*Tjur*), blackcock (*Urhane*), and hazel-hen (*Hjerpe*), 15th May to 15th Aug.; partridge (*Raphøne*), 1st Jan. to 1st Sept.; eider-duck (*Ederfugl*), 15th April to 15th Aug.; ptarmigan (*Rype*), 15th May to 15th Aug.; reindeer (*Rensdyr*), 1st April to 1st Aug.; hare (*Hare*), 1st June to 15th Aug.; elk (*Elg*, *Elgsdyr*), beaver (*Bæver*), and deer (*Hjort*), 1st Nov. to 1st Aug. (but foreigners are prohibited from shooting them at any time). — Salmon (*Lax*) and sea-trout (*Sørret*) in rivers, estuaries, and lakes, 14th Sept. to 15th April; in brooks or on the sea-coast, 14th Sept. to 14th Feb.

The close seasons for game in Sweden are nearly the same, usually ending on 9th August.

III. Conveyances.

TIME TABLES for Norway appear in '*Norges Communicationer*' (25 ø.) and for Sweden in '*Sveriges Kommunikationer*' (10 ö.), both published weekly in summer. Some of the more important steamboat arrangements, which are less liable to change, are given in this Handbook; but travellers should in every case consult the latest time-tables, for even a slight alteration in the hours of the trains &c. may cause great inconvenience and disappointment.

Steamboats (Norw. *Dampskibe*, Sw. *ångbåtar*). Most of the steamboats, both in Norway and Sweden, are comfortably fitted up, and have good restaurants on board. The German and the Danish steamboats (*Det Forenede Dampskibs-Selskab*) are said to be the best of those plying to Christiania, the Swedish and Finnish boats are the best for the Swedish ports, and the steamers of *Det Bergenske og Nordenfjeldske Dampskibs-Selskab* are commonly reported to be the most comfortable for a journey to the North Cape (comp. p. 225). The smaller steamers plying on the Norwegian fjords are comfortable during the day, but their sleeping accommodation is rather inadequate (see p. 100). The steamers on the Swedish canals should be used only for short distances. The traveller should take every opportunity offered of making previous enquiry as to the comfort of the vessel in which he contemplates making a long tour. It is, perhaps, superfluous to state that he should always travel in the first cabin.

Travellers who are about to spend one or more nights on board a steamer should lose no time in securing a berth by personal application to the steward. In the smaller vessels the dining-saloon is used at night as a sleeping-cabin, but there is always a separate ladies'-cabin. A passenger travelling with his family pays full fare for himself, but is usually entitled to a reduction ('Moderation') of 25 per cent for each of the other members of the party. On most of the steamboats return-tickets, available for various periods, are issued at a fare and a half.

The food is generally good and abundant, but vegetables are rare, and 'hermetiske Sager', salt relishes, and cheese always preponderate at breakfast and supper. The usual charge for a substantial breakfast or supper is 1-1½, for dinner 2-2½ crowns. Wine, beer (25 ø. per half-bottle), tea, and coffee are all extras. No spirits are procurable. At 7 or 8 a.m. most passengers take a cup of coffee and a biscuit or rusk ('Kavringer'). The account should be paid daily, to prevent mistakes. The steward expects a fee of ½-1 kr. for a voyage of 24 hours, but less in proportion for longer voyages.

Railways (Norw. *Jernbaner*, Sw. *jernvägar*). Most of the railways are similar in all respects to those of other European countries. Both in Norway and Sweden, however, there are several narrow-gauge lines (3½ ft.), with two classes only, which correspond with the 2nd and 3rd on the other lines. The carriages on these narrow lines are often badly hung and unprovided with spring-buffers, so that the passenger sustains a severe jolting at starting and drawing up. From 50 to 70lbs. of luggage are usually free. All luggage, except what the passenger takes into the carriage with him, must be booked. The average speed of the quick trains (Norw. *Hurtigtogen*, Sw. *kurirtågen*, *snälltågen*) is 22-24 Engl. M., that of the mixed trains *(blandede Tog, blandade tåg)* 15-20 Engl. M., and that of the goods trains *(Godstog, godståg)* 10-12 Engl. M. per hour. These last, which usually convey 2nd and 3rd class passengers only, are extremely tedious for long distances. All the trains have smoking carriages *(Røgekupé, rökkupé)* and ladies' compartments *(Kvindekupé, damkupé)*.

The Railway Restaurants in Norway are often poor, but in Sweden they are good and inexpensive. Passengers help themselves, there being little or no attendance. For breakfast the usual charge is 1¼-1½, for dinner or supper 1½-1¾ crowns; for a cup of coffee or half-bottle of beer 25 ø. Spirituous liquors not obtainable. The express trains stop at fixed stations, the names of which are posted up in the carriages, to allow time (generally only ¼ hr.) for meals.

Posting (Norw. *Skyds*, Sw. *skjuts;* pronounced shöss or shyss in each case). Sweden is so well provided with railways and inland steamboat-routes that the traveller rarely has occasion to drive on the high-roads. In Norway, however, there are still immense tracts of country where the *Stolkjærre* (a light cart with seats for two persons, and generally without springs) and the *Kariol*†

† A comfortable carriole or a 'Trille' (open four-wheeler) may be bought, or hired for the whole journey, from the *Christiania Cariole Company*, at moderate cost, but serious drawbacks to this mode of travelling are the loss of independence thereby occasioned, and the delays and expense of conveying the vehicle long distances by railway, steamer, and rowing-boat. Agents of the above-named company are found

Kilometres	From Slow Stations in the country						From Fast Stations in the country or Slow S		
	For one person			For two persons			For one person		
	Horse alone	Horse with ordinary stol-kjærre	Horse with carriole or spring-stol-kjærre	Horse alone	Horse with ordinary stol-kjærre	Horse with carriole or spring-stol-kjærre	Horse alone	Horse with ordinary stol-kjærre	Hor wi carri or spri stol kjær
	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
5	0.40	0.48	0.50	0.60	0.68	0.70	0.55	0.63	0.65
6	0.48	0.57	0.60	0.72	0.81	0.84	0.66	0.75	0.78
7	0.56	0.67	0.70	0.84	0.95	0.98	0.77	0.88	0.91
8	0.64	0.76	0.80	0.96	1.08	1.12	0.88	1 00	1.04
9	0.72	0.86	0.90	1.08	1.22	1.26	0.99	1.13	1.17
10	0.80	0.95	1.00	1.20	1.35	1.40	1.10	1.25	1.30
11	0.88	1.05	1.10	1.32	1.49	1.54	1.21	1.38	1.43
12	0.96	1.14	1.20	1.44	1.62	1.68	1 32	1.50	1.56
13	1.04	1.24	1.30	1.56	1.76	1.82	1.43	1.63	1.69
14	1.12	1.33	1.40	1.68	1.89	1.96	1.54	1.75	1.82
15	1.20	1.43	1.50	1.80	2.03	2.10	1.65	1.88	1.95
16	1.28	1.52	1.60	1.92	2.16	2.24	1.76	2.00	2.08
17	1.36	1.62	1.70	2.04	2.30	2.38	1.87	2.13	2.21
18	1.44	1.71	1.80	2.16	2.43	2.52	1.98	2.25	2.34
19	1.52	1.81	1.90	2.28	2.57	2.66	2.09	2.38	2.47
20	1.60	1 90	2.00	2.40	2.70	2.80	2 20	2.50	2.60
21	1.68	2.00	2.10	2.52	2.84	2 94	2 31	2.63	2.73
22	1.76	2.09	2.20	2 64	2 97	3.08	2.42	2.75	2.86
23	1.84	2.19	2.30	2.76	3.11	3.22	2.53	2.88	2.99
24	1.92	2.28	2.40	2.88	3.24	3.36	2.64	3.00	3.12
25	2.00	2.38	2.50	3.00	3.38	3.50	2.75	3.13	3.25

ıs with ordinary tariff in ow Stations in the towns				From Fast Stations with raised charges in the country and Fast Stations in the towns					
	For two persons			For one person			For two persons		
se h iole ng- l- rre	Horse alone	Horse with ordinary stol-kjærre	Horse with spring-stol-kjærre	Horse alone	Horse with ordinary stol-kjærre	Horse with carriole or spring-stol-kjærre	Horse alone	Horse with ordinary stol-kjærre	Horse with spring-stol-kjærre
Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
5	0.83	0.90	0.93	0.75	0.83	0.85	1.13	1.20	1.23
8	0.99	1.08	1.11	0.90	0.99	1.02	1.35	1.44	1.47
1	1.16	1.26	1.30	1.05	1.16	1.19	1.58	1.68	1.72
4	1.32	1.44	1.48	1.20	1.32	1.36	1.80	1.92	1.96
7	1.49	1.62	1.67	1.35	1.49	1.53	2.03	2.16	2.21
0	1.65	1.80	1 85	1.50	1.65	1.70	2.25	2.40	2.45
3	1.82	1.98	2.04	1.65	1.82	1 87	2 48	2.64	2.70
6	1.98	2.16	2.22	1.80	1.98	2.04	2.70	2.88	2.94
9	2.15	2.34	2.41	1.95	2.15	2.21	2.93	3.12	3.19
2	2.31	2.52	2.59	2.10	2.31	2.38	3.15	3.36	3.43
5	2 48	2.70	2.78	2.25	2.48	2.55	3.38	3.60	3.68
8	2.64	2.88	2.96	2.40	2 64	2.72	3.60	3.84	3 92
1	2.81	3.06	3.15	2.55	2.81	2.89	3.83	4.08	4.17
4	2.97	3.24	3.33	2.70	2.97	3.06	4.05	4.32	4.41
7	3.14	3.42	3.52	2.85	3.14	3.23	4.28	4.56	4.66
0	3.30	3.60	3.70	3.00	3.30	3.40	4.50	4.80	4.90
3	3.47	3.78	3.89	3 15	3.47	3.57	4.73	5.04	5.15
6	3 63	3.96	4.07	3.30	3.63	3.74	4.95	5.28	5.39
9	3.80	4.14	4 26	3.45	3 80	3.91	5.18	5.52	5.64
2	3.96	4.32	4.44	3.60	3.96	4.08	5 40	5.76	5.88
5	4.13	4.50	4.63	3.75	4.13	4.25	5.63	6.00	6.13

Tariff for Boat-Skyds in Norway.

Kilomètres	From Slow Stations in the country			From Fast Stations with ordinary tariff in the country or Slow Stations in the towns			From Fast Stations with raised charges in the country and Fast Stations in the towns		
	Two men with four-oared boat and sail	Three men with six-oared boat and sail	Four men with eight-oared boat and sail	Two men with four-oared boat and sail	Three men with six-oared boat and sail	Four men with eight-oared boat and sail	Two men with four-oared boat and sail	Three men with six-oared boat and sail	Four men with eight-oared boat and sail
	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
2	0.29	0.44	0.58	0.35	0.53	0.70	0.41	0.62	0.82
5	0.73	1.10	1.45	0.88	1.33	1.75	1.03	1.55	2.05
6	0.87	1.32	1.74	1.05	1.59	2.10	1.23	1.86	2.46
7	1.02	1.54	2.03	1.23	1.86	2.45	1.44	2.17	2.87
8	1.16	1.76	2.32	1.40	2.12	2.80	1.64	2.48	3.28
9	1.31	1.98	2 61	1.58	2.39	3.15	1.85	2.79	3.69
10	1.45	2.20	2.90	1.75	2.65	3 50	2.05	3.10	4.10
11	1.60	2.42	3.19	1.93	2.92	3.85	2.26	3.41	4.51
12	1.74	2.64	3.48	2.10	3.18	4.20	2.46	3.72	4.92
13	1.89	2.86	3 77	2 28	3.45	4.55	2.67	4.03	5.33
14	2 03	3 08	4.06	2.45	3.71	4.90	2.87	4.34	5.74
15	2.18	3.30	4.35	2.63	3 98	5.25	3.08	4.65	6.15
16	2.32	3.52	4.64	2.80	4.24	5.60	3.28	4 96	6.56
17	2.47	3.74	4.93	2.98	4.51	5.95	3.49	5.27	6.97
18	2.61	3.96	5 22	3.15	4.77	6.30	3.69	5.58	7.38
19	2.76	4.18	5 51	3.33	5.04	6 65	3.90	5.89	7.79
20	2.90	4.40	5.80	3.50	5.30	7.00	4.10	6.20	8.20
21	3.05	4.62	6.09	3.68	5.57	7.35	4.31	6.51	8.61
22	3 19	4.84	6.38	3.85	5.83	7.70	4.51	6.82	9 02
23	3.34	5.06	6.67	4.03	6.10	8.05	4.72	7.13	9.43
24	3.48	5.28	6.96	4.20	6.36	8.40	4.92	7.44	6.84
25	3.63	5.50	7 25	4.38	6.63	8.75	5.13	7.75	10.25

(a light gig for one person) afford the sole means of communication. The luggage is strapped or attached with a rope behind the traveller, and on the top of it the *Skydsgut* (or simply *Gut*) takes his seat, while the traveller usually drives himself. If he does so he will be responsible for any accident, but not if he allows the 'Gut' to drive from behind. The horses, or rather ponies, which are almost always weak and slow, are often cruelly overdriven by foreigners. The traveller should bear in mind that the average charge of 2-3*d*. per Engl. mile is very inadequate remuneration to the *Skydspligtige*, or peasants who are bound to supply the horses, and that on this account also it is unfair to overdrive them. As a rule 12-15 min., and sometimes more, should be allowed for each English mile. Most of the principal roads in Norway have been reconstructed of late years, and are now as good and level as is consistent with the hilly character of the country. Some of the still existing older roads are extraordinarily hilly, and of course very trying to the horses, but they are certainly more picturesque than the new. The roads are made by government, but maintained by the peasantry through whose land they pass, often entailing on them a heavy burden. At intervals of 10-25 kilomètres (6-15½ Engl. M.) there are *Skydsstationer* (pron. stashooner), or farmhouses *(Gaarde)* whose proprietors are bound to supply travellers with horses whenever required, and most of whom also provide board and lodging.

Those stations where the proprietor *(Skyds-Skaffer)* is bound to have several horses always in readiness, and is liable to a fine if he keeps the traveller waiting for more than ¼-½ hour, are called *Faste Stationer* (*i. e.* 'fixed stations', where a 'fixed' number of horses is always in readiness), or usually by English travellers 'fast stations'. Another class of stations, now rare, except in little frequented districts, is the *Tilsigelse-Stationer* (or *Skifter*), the owners of which are bound to procure horses from the neighbouring farmers. For the 'Tilsigelse' (from *tilsige*, 'to tell to', 'send to'), or trouble of sending for horses, the station-master is entitled to 14 *ø*. for each. At these stations, which are justly called 'slow' by English travellers by way of antithesis to the 'fast', the charges are very low, but the traveller may often be kept waiting for several hours. These annoying delays are obviated by sending *Forbud* ('previous message') to stations of this class, and the same remark applies to 'slow' boat-stations. The 'Forbud' must be sent at least three hours before the time at which horses are required, or better on the previous day. If there is regular postal communication on the road, the message may be sent by letter or post-card; or it may be sent by any one preceding the traveller on the same route. Otherwise it is sent by post-card, which the post-office transmits

in *Gjøvik*, *Odnæs*, *Sørum*, *Lærdalseren*, *Lillehammer*, *Støren*, *Throndhjem*, *Næs*, and *Veblungsnæs*.

to the nearest post-town or post-station, after which it is forwarded from station to station at a fixed charge for the *løs Hest* which the messenger rides †.

Among other regulations, it may be mentioned that each passenger drawn by one horse is allowed 64lbs. of luggage. If two persons travel together in a *Stolkjærre*, for which they pay a fare and a half, they are allowed 24lbs. of luggage only. Lastly it should be noted that in hilly districts the 'Skyds-Skaffer' is frequently authorised to charge for more than the actual distance. Every station-master is bound to keep a *Dagbog (Skydsbog)* or day-book, in which the traveller enters his orders and records his complaints if he has any to make. On the first page of the 'Dagbog' is always entered the distance to the nearest station in each direction, whether by road or by small boat, so that the traveller will have little difficulty in calculating the fare. Strictly speaking the fare may be exacted before the hirer starts, but it is usually paid at the end of the stage, when the 'Gut', or girl *(Jente)* who takes his place, receives a gratuity of 15-20 ø. per station. The 'Gaardskarl', or man who helps to harness the horse, does not expect a gratuity. The accompanying table shows the fares exigible at the different kinds of posting-stations. It is based on the following regulations. The charge per horse and kilomètre from a slow station in the country is 8 ø., from a fast station in the country or a slow station in the towns 11 ø., from a fast station with raised tariff in the country or any fast station in the towns 15 ø. In addition 1 ø. per kilomètre is charged for a saddle, $1^1/_2$ ø. for an ordinary stolkjærre, and 2 ø. for a carriole or a stolkjærre with springs. Distances under 5 Kil. are charged as 5 Kil. The above charges at slow stations are exclusive of the Tilsigelse fee (p. xxi). At slow stations the station-master may dismiss the horses if the traveller is more than $2^1/_2$ hours late, and after the first hour of waiting he may exact Ventepenge or 'waiting-money'. Tolls, ferries, and all similar dues are paid by the traveller.

For the transmission of passengers and their luggage by boat *(Baadskyds* or *Vandskyds)* the regulations are similar. Travellers accompanied by a guide may always employ him as a rower, and thus dispense with one of the boat's usual crew. Each rower generally wields (or 'sculls' with) two oars. A boat manned with two rowers is therefore called a *Firring*, or four-oared boat, one manned with three rowers a *Sexring*, and with four rowers an *Ottering*. The number of persons accommodated depends on the size of the

† The *Forbudseddel*, or message, may be expressed as follows: — *Paa Skydsskiftet* (. . . name the station) *bestilles en Hest* (*to Heste*, etc.) *med Karjol (Karjoler) eller Stolkjærre (Stolkjærrer) Mandagen den 20. Juli, Formiddagen (Eftermiddagen) Klokken et* (*to, tre*, etc.). *Paa same Tid varm Frokost for en Person* (*to, tre Personer*).

Date & Place. Signature.

boat, and the tariff is determined by the size of the boat and not by the number of persons. The charge for each rower per kilomètre from a slow station in the country is 6 ø., from an ordinary fast station in the country 8 ø., from a fast country station with the raised tariff or from any station in a town 9 ø. In addition the boat costs $2^1/_2$, 4, or 5 ø. per kilomètre according to size. The Tilsegelse fee is 7 ø. per man and boat. The traveller should not be niggardly in the matter of gratuities. For a large party, or where speed is desired, three or four rowers had better be taken. Farther information, if desired, will be found in the *Lommereiseroute* ('pocket travelling itinerary'), published every summer by Abelsted of Christiania (price 1 kr. 50 ø.). The exact fare, however, may always be ascertained by enquiry on the spot, and attempts at extortion are happily rare.

Pedestrian Tours. Neither Norway nor Sweden is suitable for long walking excursions, as the distances are too great, and the points of interest lie too far apart. Many of the expeditions recommended above to the notice of pedestrians and mountaineers may be accomplished on horseback, but there is no lack of glacier-excursions and mountain-ascents which can be undertaken on foot only. In mountainous regions, as well as on high-roads, the natives usually reckon the distances by Norwegian miles. On an ordinary road a mile may easily be walked in two hours, but on rough ground three hours at least should be allowed for each mile.

IV. Luggage. Equipment. Tourist Club.

Luggage. Travellers who intend to perform the whole of their tour in Norway and Sweden by railway and steamboat need not restrict the quantity of their luggage, but those who purpose travelling by carriole should, if possible, limit themselves to 30-40 lbs., and this had better be divided between a small and strong wooden box and a carpet-bag, to which may be added a wallet or game-pouch to be used on occasional walking excursions. If long expeditions on horseback are contemplated, 32 lbs. must be the limit, that being the quantity (2 'Lispund') which a rider may carry with him; if that limit be exceeded, a sumpter-horse *(Packhest*, with a *Kløvsadel)* which will carry 192 lbs. (12 'Lispund') must be hired. A soft or compressible portmanteau is not recommended, as the 'Skydsgut', who is sometimes a ponderous adult, always sits on the luggage strapped on behind. A supply of stout cord and straps will be found useful, and a strong umbrella is indispensable.

Equipment. The traveller is recommended to avoid the common error of overburdening himself with 'articles de voyage', eatables, or anything not absolutely necessary. On all the ordinary routes, and even in some of the remoter places, tolerable food can almost always be obtained. Tea and essence of coffee will sometimes be found useful in the remoter districts. Spirits are not to be had at

the inns, but good Cognac may be purchased at any of the large towns for 4-5 kr. per bottle. A field-glass *(Kikkert)*, a pocket cork-screw, and a small clothes-brush will be found useful. A superabundance of clothing should be eschewed. Two strong, but light Tweed suits, a moderate supply of underclothing, a pair of light shoes for steamboat and carriole use, and a pair of extra-strong Alpine boots for mountaineering ought to suffice. Lastly a couple of square yards of stout waterproof material, to be used as a wrapper for coats and rugs, or for covering the knees in wet weather, will complete the traveller's equipment. The aprons *(Skvœtlæder)* of the carrioles, it may here be observed, are often dilapidated, so that a waterproof coat and rug are very desirable. Visitors to Lapland and the Swedish Norrland should also be provided with veils to keep off the gnats. Ladies travelling in Norway should also dress as simply, strongly, and comfortably as possible, eschewing all superfluous ornament. Those who aspire to the rougher mountain tours should be provided with stout gaiters or leggings. Alpenstocks, coloured spectacles, and the other paraphernalia required for glacier and snow-mountain expeditions may be obtained in Christiania (p. 1) or Bergen (p. 69).

Tourist Club. The *Norske Turistforening* ('tourist union') extends its useful sphere of operations throughout almost every part of Norway. These consist in building refuge-huts, improving mountain paths, establishing tariffs for guides and boats, and otherwise watching over the interests of travellers. The subscription is only 4 kr. per annum, for which a copy of the 'Aarbog' will be sent to the traveller through the medium of any Norwegian address he names. The members are always received with marked courtesy in the mountainous regions, and enjoy a preference in the case of a competition for accommodation at the club-huts. Travellers may enrol themselves at Christiania (see p. 2), Bergen, Throndhjem, Fagernæs (p. 93), etc. The club-button *(Klubknap)*, which members wear as a distinctive badge, costs 80 *ø.* more. Comp. p. 132. — A *Swedish Tourist Club (Svenska Turistförening)* has also been formed at Stockholm.

Guides usually receive 4-6 kr. per day, and on the expiry of their engagement have to return home at their own cost. A distinct bargain should, however, be made in each case.

V. Hotels and Inns.

Except in the capitals and a few of the most frequented tourist-resorts, hotels of the first class are rare in Sweden and still rarer in Norway, but second-class hotels and unpretending country inns are abundant in proportion to the population, affording, as a rule, cheap and very tolerable accommodation. The hotels at Christiania, Christiansand, Bergen, and Throndhjem are all as expensive as similar houses in Germany or Switzerland. In Stock-

holm, on the other hand, the charges at the three principal hotels are reasonable, and in several of the other Swedish towns (Karlstad, Linköping, Norrköping, Malmö, etc.) there are excellent hotels with very moderate charges. At the stations or wayside inns in Norway the usual charge for a bed is 80 *ø.* to 1 kr., for breakfast 1, supper 1, and dinner $1^1/_2$-2 kr., while the servant (generally a *Pige* or *Jente*) is amply satisfied with a fee of 40-50 *ø.* from each person (Norw. *Drikkepenge*, Sw. *drickspengar*). The country inns *(gästgifvaregårdar)* in Sweden are usually cleaner than those in Norway, but in the less frequented districts they afford very poor accommodation. In remote places the traveller is sometimes asked to share a room and even a bed with another. In Norway travellers are generally conveyed to or from the railway-station or steamboat-quay by the hotel-omnibuses free of charge.

Tables d'hôte are almost unknown in Sweden, and are rare in Norway, except in the principal towns. On board of all the steamboats, however, they are the rule. All the Swedish and Norwegian hotels have a restaurant attached to them, where most of the natives dine and sup *à la carte*. The *Smörgåsbord* or *Brännvinsbord*, where relishes of various kinds, bread-and-butter, and brandy and liqueurs are served by way of a stimulant to the appetite, is an institution peculiar to Sweden. The waiter (Norw. *Opvarter*, Swed. *kypare* or *vaktmästare; garçon* is also used) expects a gratuity of 10 *ø.* or more for each meal. The following dishes are among the commonest in the *Matseddel* or *Spisesedel* (bill of fare) at the restaurants: —

Norwegian.	English.	Swedish.	Norwegian.	English.	Swedish.
Suppe	Soup	*Soppa.*	*Aal*	Eel	*Ål*
Kjødsuppe	Broth	*Butjong*	*Gjedde*	Pike	*Gädda*
Kjød	Meat	*Kött*	*Ørreter*	Trout	*Foreller*
kogt	boiled	*kokt*	*Torsk*	Cod	*Torsk*
stegt	roasted	*stekt*	*Sild*	Herring	*Sill*
Oxekjød	Beef	*Oxkött*	*Grønsager*	Vegetables	*Grönsaker*
Kalvesteg	Roast veal	*Kalfstek*	*Bønner*	Beans	*Böner*
Koteletter	Cutlets	*Kotelettер*	*Ærter*	Peas	*Ärter*
Faaresteg, Bedesteg	Roast mutton	*Fårstek*	*Poteter* / *Kartofler*	Potatoes	*Potatis, Potäter*
Flesk	Pork	*Svinkött*	*Æg*	Eggs	*Ägg*
Raadyrsteg	Roast venison	*Rådjurstek*	*Pandekager*	Pancakes	*Pankakor*
Rendyrsteg	Roast reindeer	*Renstek*	*Ost*	Cheese	*Ost*
Fjærkræ	Poultry	*Fjaderfä*	*Smør*	Butter	*Smör*
And	Duck	*And*	*Kager*	Cakes	*Kakor*
Gaas	Goose	*Gås*	*Rødvin*	Red wine	*Röttvin*
Fisk	Fish	*Fisk*	*Hvidvin*	White wine	*Hvidtvin*
			Øl (short)	Beer	*Öl, bier.*

Beer is the beverage usually drunk (*halv Flask* or *halfva butelj*, 20-25 *ø.*), but good Bordeaux and other wines are procurable at the better inns and on board all the steamers. Porter has also come into vogue of late years, particularly at Gothenburg and Stockholm. Spirit-drinking, which used to prevail to an enormous extent, has been greatly diminished by recent —

Liquor Laws. In *Norway*, where the liquor-traffic was formerly almost entirely free, the consumption of raw spirits amounted in 1833 to 28 quarts per head of the entire population. Owing to the raising of the duty and to the efforts of temperance societies the quantity was reduced in 1843 to 17½ pints per head, and in 1871-73 to about 9 pints per head per annum. In 1874 and 1875 the average consumption rose to nearly 12 pints for each person per annum, but the recent introduction of a 'permissive bill' has again caused a great reduction and is said to have been attended with the most beneficial results. By the laws of 9th June, 1866, 3rd May, 1871, and 22nd May, 1875, the authorities of each district may, by a majority, refuse to grant any license for the retail sale of spirits within their district, or they may grant a monopoly of the spirit-trade to a company which is bound to pay the whole of its profits to the municipality, after deduction of expenses and 5 per cent interest. The former option has been exercised in many country-districts, with the result that drunkenness is now almost unknown and that poverty, crime, and disease are greatly diminished. The other alternative has been adopted in many of the larger towns, such as Bergen and Christiansand, with the result that drunkenness and crime are much less frequent than formerly, and that a considerable revenue is yielded to the municipality for the support of the improvident classes. The sale of spirits is entirely prohibited on Sundays and saints' days, and also on Saturdays and the eves of festivals after 5 p.m. — The laws restricting the sale of wine and beer are similar, but of a much less stringent character.

In *Sweden* the leading statute regulating the retail spirit-trade was passed on 24th August, 1877, partly in consequence of the success which for several years previously had attended the 'Gothenburg licensing system'. Its provisions are similar to those of the Norwegian statutes, and by § 3 it is farther provided that food shall always be sold at spirit-shops. By §§ 10, 14 it is enacted that the authorities of a district may either sell one or more licenses, in accordance with the requirements of the place, by auction to the highest bidder, or to a company which shall pay the whole of its surplus profits to the municipality, or they may by a majority refuse to grant any license for the retail sale of spirits. Again, by § 17, no license will be granted to any one in a town, except on his undertaking to pay duty on at least 1200 *Kannor* at the rate of 25 *ø.* per *Kanna* (2⅓ quarts) of spirits sold for consumption elsewhere, or at the rate of 40 *ø.* per *kanna* of spirits consumed on the premises. The minimum quantity on which duty must be paid in the country is 600 *Kannor*. A license in a town, if granted at all, therefore costs 300-480 kr., and in the country one-half of that sum. By § 28 spirit-shops are closed in the country, and in towns they may be closed by order of the authorities, on Sundays and festivals. — In October, 1877, the municipality of Stockholm, under § 10 of the statute, granted the sole license to retail spirits to a company similar to that at Gothenburg, and the police statistics show that drunkenness and crime have considerably decreased.

Travellers requiring to leave a country inn early in the morning should make all their arrangements and give their orders on the previous night, as the people are generally very slow in their movements. When lodging is obtained at the house of a 'Lensmand' or a pastor, the traveller may either ask for the bill, or pay at least as much as would have been charged at an inn. In some cases, however, all remuneration is refused. — *Cafés* are almost unknown in Norway, but are to be found in all the larger Swedish towns. One of their specialties is the famous Swedish punch, a mixture of rum or arrak with lemon-juice and sugar, which is drunk as a liqueur and undiluted. With ice in summer it is a palatable, but not very wholesome beverage.

VI. National Character.

The *Swedes* are generally pleasant and courteous in their manners, and very hospitable and obliging to strangers, but by ordinary tourists, who traverse the country by railway and steamboat, they are seldom seen to advantage.

With the *Norwegians*, on the other hand, whose country, in pleasant, old-world fashion, must be explored chiefly by driving, riding, or walking, the traveller will have ample opportunity of becoming better acquainted. Principal Forbes, the learned author of a standard work on Norway, calls the natives 'a free, intelligent, and fine-hearted people', and the definition is still correct, particularly with regard to those who are removed from the influences of modern 'civilisation'. Sincerity, honesty, and freedom from conventional cant are the chief national virtues. The outward forms of politeness are very little observed. On arriving at an inn or a station the traveller is seldom welcomed by the host or hostess, and on his departure he is treated with the same apparent neglect. The omission of such attentions arises partly from the independent position of many of the station-masters, with whom innkeeping is quite a subsidiary branch of business, and partly from the national unobtrusiveness and simplicity of character. Of true politeness and genuine kindness there is seldom any lack. The democratic character of the people manifests itself in the freedom with which the peasant, the guide, and the Skydsgut seat themselves at the same table with the traveller. If the latter, however, invites his guide or Skydsgut to share his meals, he must pay for them at the same rate as for himself. The invitation (which is by no means obligatory) is accepted with a certain dignity, and not unusually responded to by the attendant's ordering an extra bottle of wine or beer. On receiving a gratuity, the recipient usually shakes hands with the donor in token of his gratitude. Persons who object to such demonstrations had better abstain from visiting Norway. The friendly offer of tobacco or a cigar often goes farther than a pecuniary gratuity.

The Norwegians are uniformly well educated and intelligent, often unaffectedly pious and devout, and generally a God-fearing, law-abiding people. Occasionally, however, their piety degenerates into superstition and mysticism, as in the case of the 'Haugianer'.

From what has already been said the traveller will rightly conclude that extortion, dishonesty, and incivility are rarely met with in Norway. In some cases, in parts of Telemarken for example, somewhat high charges are asked on the ground that they are not higher than would be paid at Christiania, but they are rarely insisted on if the traveller remonstrates. Lastly it may be observed that in many cases in which travellers have had cause to complain of incivility or overcharging, the offence has been occasioned by the unreasonableness of their requirements and still oftener by their own want of politeness and consideration.

VII. Maps.

In maps of an extensive, but sparsely peopled country like the Scandinavian peninsula there is abundant space for names, and as there is no lack of these (see below, 'Nomenclature') the traveller will often be misled by their apparent importance. In mountainous and remote districts particularly, each farm-house and even many insignificant 'sæters' or chalets are named in almost as bold type as Christiania itself. In the maps in the Handbook the names of unimportant 'gaards' have been omitted, but those of churches carefully marked. Where several different names are applied to the same place that most commonly used is given.

In NORWAY a series of *Ordnance Maps*, the publication of which began in 1826, on the scale of 1 : 200,000, includes as yet only the southern half of Norway and the Tromsø-Amt (p. 253). These maps are executed entirely in black, and are often indistinct, as most of the plates have suffered from frequent use. A series of 200 new ordnance maps on a scale of 1 : 100,000, called the '*Topografisk Kart over Kongeriget Norge*' (water coloured blue, mountains indicated by contour lines and shaded in chalk), and a less satisfactory '*Generalkart over det sydlige Norge*', on a scale of 1 : 400,000 (in three colours; to be completed in 18 sheets) are now in progress. At the beginning of 1889 the eight southernmost sheets of the latter had been published, while of the former there had appeared 21 sheets of the district round Christiania, 29 sheets of Throndhjem and neighbourhood, 4 of Bergen, 1 of the Sogndal, and 1 of Galdhøpiggen. For travelling purposes the most satisfactory maps that have as yet been issued are the *Reisekart over det Sydlige & Nordlige Norge*, on a scale of 1 : 800,000, prepared from official sources by *Lieutenant Nissen* (published by Cammermeyer of Christiania, 2nd ed., 1887; six plates, 1½ kr. each), and *Oscar Nielsen's Lomme-Reisekart over Norge* (1 : 400,000; same publishers; in sections at 40-80 ø. each). In Lieut. Nissen's map the 'skyds-stations', the distances between them, and other points useful to tourists are carefully noted. Lastly we may mention '*Haffner & Dahl's Kart over Finmarkens Amt*' (1:400,000; two plates).

Of SWEDEN, on the other hand, there exists a most satisfactory ordnance map, called the '*Topografiska Corpsens Karta öfver Sverige*' (water coloured blue), on a scale of 1 : 100,000. In 1888 about 65 sheets had appeared, extending on the N. to Lake Venern and Gefle. — Another excellent map is the '*Generalkarta öfver Sverige*' (1 : 100,000), in three plates, of which the two southernmost have been issued. — We may also mention the '*Länskartor*' (1 : 200,000) and the '*Geografisk Atlas öfver Sveriges*' by *Dr. M. Roth*. The latter, which is published in two parts (physical and political), has been left incomplete.

VIII. Topographical Nomenclature.

In Norway and Sweden, the former in particular, the spelling and pronunciation of the names of places is very variable. In Sweden the modified *a* and *o* are written *ä* and *ö*, but in Norway usually *æ* and *ø*, while *ä* and *ö* also sometimes occur, the latter being used by some writers to indicate the short sound of the letter. Again in Norway *aa*, *au*, *ou*, and *o* are frequently interchanged, as in *Laag*, *Laug*, *Loug*, or *Log*, 'river', and *Haug* or *Houg*, 'hill'. The vowels *ø*, *u*, *ei*, *øi*, and *e* (sometimes also *u*) are also frequently interchanged, while their pronunciation is nearly identical, so that the same word will sometimes assume such various written forms as *Synjereim*, *Sønnerheim*, or *Sønnerum*, *Bredheim* or *Breum*, *Mæraak* or *Merok*, *Eidfjord* or *Øifjord*. The letter *d* in combination with other consonants or at the end of a word is usually silent, and is consequently often omitted in writing (*Meheia* for *Medheia*, *Haukeli* for *Haukelid*, etc.). Lastly it may be observed that in many words *g* and *k*, when hard, are used indifferently, as *Agershus* or *Akershus*, *Egersund* or *Ekersund*, *Vig* or *Vik*. The article *en* or *et* (see the grammar in the appendix) is often added in common speech to names which appear in the map without it (*Krogleven*, *Kroglev*, etc.). In the Danish or Norwegian language the letter *w* does not occur, but in Swedish *v* and *w* are constantly interchanged, the latter having of late come more into vogue.

In both countries the traveller will often be struck by the simplicity and primitiveness of the nomenclature, names signifying merely 'the creek', 'the promontory', 'the lake', 'the end of the lake', 'the river', 'the river valley', 'the valley river' recurring very frequently. Farm-houses again usually take their names from their proprietors, and the converse is also often the case. The following is a list of several Norwegian words of frequent recurrence (*æ* and *ø* being placed last in the alphabet): —

Aak, *Ok*, probably contracted from *Aaker* or *Ager*, field, cultivated land.
Aar, from *Aa*, river.
Aas, ridge.
Aur, see *Øre*.
Bakke, hill.
Bræ, glacier.
Bu, *Bø*, 'Gaard', hamlet.
By, town, village.
Bygd, parish, district, hamlet.
Dal, valley.
Egg, corner, edge, ridge.
Eide, isthmus, neck of land.
Elv, river.
Fjære, ebb-tide, the beach exposed at ebb-tide.
Fjeld, mountain.
Fjord, bay, arm of the sea.
Fos, waterfall.
Gaard, farm-house (Engl. 'yard').
Gald, rocky slope.
Grænd, group of chalets.
Haug, *Houg*, hill.
Hei, *Heia*, barren height.
Helle, slab of stone, rock, cliff.
Hyl, *Høl*, hollow, basin.
Kirke, church.
Klev, cliff.
Kvam, *Qvam*, ravine.
Laag, *Log*, *Laug*, *Loug*, river.
Lund, grove, thicket.
Lykke, hamlet, garden.
Mark, field.
Mo, *Mog*, plain, dale.
Mork, *Mørk*, forest; also a 'mountain-tract'.
Næs, nose, promontory.
Nut, mountain-top, peak.
Odde, tongue of land, promontory.
Os, mouth, estuary.
Plads, hamlet, clearing.
Præstegaard, parsonage.
Sæter, 'chalet', mountain-farm, cowherds' hut.
Sjø, *Sø*, lake.
Stul, *Støl*, see 'Sæter'.
Stue, wooden house, sæter, hut.
Sund, strait, ferry.
Thveit (Eng. 'thwaite') clearing.
Tind, peak.

Tjœrn, *Tjern*, or *Kjœrn*, small mountain-lake, 'tarn'.
Toft, site of a house, plot of ground (the English and Scotch provincial word 'toft').
Ur, rubble, loose stones.
Vaag, bay, harbour.
Vand, *Vatn*, water, lake.
Vang, meadow, pasture.
Vas, contracted genit. of 'Vand'.
Vig, *Vik*, creek.
Yel, sandy slope.
Ø, island.
Øe, *Øy*, peninsula, tongue of land.
Øre, *Øyr*, alluvial or gravelly soil, tongue of land.

Many places have two or more different names, one usually applying to the church, another to the principal 'gaard', a third to the posting-station, and so on, the number of names being sometimes in an inverse ratio to the importance of the place.

IX. On the Physical Geography of Scandinavia.

Situation. Geological Formation. Coast Line.

Scandinavia, the largest peninsula in Europe, embracing the kingdom of Norway on the W. and N. sides, Sweden on the E. and S., and part of Russia to the N.E., is about 296,500 Engl. sq. M. in area. It extends from S.S.W. to N.N.E. between 55° 20′ and 71° 10′ N. latitude, being upwards of 1100 Engl. M. in length. Between the Gulf of Bothnia and the N.W. coast its breadth is about 260 Engl. M., and towards the S. its breadth gradually increases, though at the point where the Throndhjem Fjord forms a deep indentation it narrows to 160 M. Farther to the S., in latitude 60° (that of Christiania and Upsala), the width increases to 435 M., beyond which Norway terminates in a rounded peninsula ending in Cape Lindesnæs (58° 59′), while the S. part of Sweden forms another peninsula to the S.E. of the Christiania Fjord, gradually narrowing, and terminating in the promontory of Falsterbo (55° 20′) near Copenhagen. The entire coast-line of the peninsula, disregarding its innumerable indentations, measures 2060 M. in length, the part between Cape Lindesnæs and Vadsø alone measuring 1250 M.

The peninsula contains no distinct mountain-ranges like those occurring in most other countries, but mainly consists in its W. part of a vast elevated plateau, descending abruptly to the western fjords and sloping gradually down to the plains of Sweden and the Gulf of Bothnia on the E. side. Roughly speaking, a line drawn parallel with the W. coast, about 50-60 Engl. M. inland, marks the boundary of the mountain plateau, the W. margin of which is deeply indented with innumerable bays and creeks, and fringed with a belt of countless rocky islands. The latter are known as *Skjær* (Sw. *skär*), and the island-belt as the *Skjærgaard (skärgård)*. To different parts of the mountain-plateau are applied the names of *Fjeld* ('fell'), *Heidar* ('heights'), and *Vidder* ('widths', barren

expanses), and in the N. part of the peninsula *Kjøler* ('mountain-ranges), and from it rise at intervals rounded and occasionally pointed peaks of considerable height.

The **Mountains** are composed almost entirely of primary rocks, presenting nearly the same form as when originally solidified, and rarely overlaid with more recent formations, so that for the geologist they possess the charm of the most hoar antiquity. These primary rocks consist of granite, gneiss, mica, horneblende slate, quarzite, clay slate, limestone, and dolomite, disposed in the form of strata, corresponding with which are occasional well-defined layers of more recent slate-formations and particularly of limestone. At places, notably in the *Romsdal*, or Valley of the Rauma, the gneiss, the oldest of these rocks, towers in most imposing pinnacles, 5000-6000 ft. in height, unencumbered by any later formations. That valley extends from the Moldefjord to the S.E., intersecting the pure gneiss rock, which rises on each side in almost perpendicular cliffs, 2000-3000 ft. in height, and is afterwards prolonged by the Gudbrandsdal descending to Lake Mjøsen. In grandeur of rock-scenery, and in the purity of its formation, this magnificent valley is hardly inferior to the far-famed Yosemite Valley of the Sierra Nevada in California.

About the year 1840 rocks of the **Silurian Formation** were discovered by geologists in the vicinity of the *Christiania Fjord*, and since that date other deposits of that period have been found in *Skåne*, *Western Götland*, the island of *Gotland*, *Herjeådalen*, and *Jemteland* in Sweden, and also on the banks of *Lake Mjøsen* and in *Throndhjems Stift* in Norway, but nowhere of great extent. The largest Silurian basin in the peninsula is that of the *Storsjö* in Jemteland, a lake of 2580 Engl. sq. M. in area.

One of the most instructive sections of the country is formed by the route from Sundsvall in Sweden to Östersund on the Storsjö and Throndhjem in Norway. The primitive crystalline rocks of Jemteland are first replaced by limestone, extending to the E. bank of the lake, where the Silurian formations begin. These stretch westwards to the great mountain backbone of Sweden and Norway. On this route rises *Åreskutan*, the highest mountain in Sweden (p. 372), part of the base of which on the E. and W. sides belongs to the Silurian formation, while the primary rocks, consisting of quartzite, horneblende, mica-slate, and gneiss, protrude through it all the way to the summit. From this vantage-ground we obtain an excellent idea of the character of the Scandinavian mountains. Many of the hills, rounded and worn by glacier-action, are almost entirely bare, or clothed only with lichens (*Cetraria cucullata nivalis*, *Cronicularia ochroleuca*, etc.), and present an exceedingly sombre and dreary appearance. The slopes of the intervening basins are often well wooded, but the lower plateaux are mainly covered with vast tracts of lake and marsh.

Coal occurs here and there in the peninsula. The coal-measures of Helsingborg at the S. extremity of the peninsula are of considerable value and extent. On the island of *Andø*, one of the Vesteraalen group, in latitude 69°, a bed of coal was also recently discovered at the mouth of the Ramsaa, but investigation has proved it to be of little value. The condition, however, of its organic remains proves that the island must have been subjected to violent convulsions about the period when the coal was formed. Under the sea extends a thick seam of coal, above which lie strata of sandstone, clay-slate, and later coal, extending into the island. The island must therefore have at one period been more extensive than now, and thickly clothed with vegetation, after which it appears to have been submerged and then upheaved anew.

The configuration of the mainland must at one time have differed greatly from its present form. That it was once higher above the sea than now, is proved by the formation of the coast with its water and ice-worn fjords, straits, and isthmuses *(Eid)*. On the other hand the sea appears within recent centuries to have receded at places. This was first observed by *Celsius* (d. 1744) and *Linnæus* (d. 1778), who caused marks to be made on the rocks at Kalmar and Gefle with a view to measure the retrocession of the sea, by the German naturalist *Hell* at Vardø in 1769, and by *L. v. Buch*, the geologist, in 1807. Throughout a vast tract, extending from Spitzbergen to about latitude 62°, the whole country is ascertained to be gradually rising, or the sea to be receding. In the *Altenfjord*, near Hammerfest, there are ancient coast-lines 620 ft. above the present sea-level, and others gradually decreasing in height extend all the way to Throndhjem and still farther S., while at *Throndhjem* itself a rise of 20 ft. within 1000 years is well authenticated. At *Torneå*, at the head of the Gulf of Bothnia, the ground is even said to have risen 5 ft. in a century; in the *Åland Islands*, farther S., a rise of 3 ft. within the same time has been observed; while at *Karlskrona* no change of level has been detected. To the S. of Karlskrona, on the other hand, a gradual depression of the land or encroachment of the sea appears to be taking place. These calculations are probably not very trustworthy, but careful measurements made at eleven different places between 1839 and 1865, proved that the average rise of the coast-line between Maasø and Christiania during that period was 1 foot. According to *Kjerulf*, the most eminent of the Norwegian geologists, the elevation of the coast has taken place fitfully, as several facts tend to prove. Thus it will generally be observed that in all the Norwegian valleys and fjords there are several distinct terraces, between which there is a sudden and well-defined dip, and that the old coast-lines, with their heaps of debris, descend abruptly at their lower ends at an angle of 25-30°. Again it will be noticed that the different water-levels on the rocks are marked by a kind of disintegrated pathway

or furrow, each separated from its neighbour by a comparatively intact and unworn surface.

In glancing at the **Glaciers** of Norway, the traveller will observe that all the most important are situated to the S. of latitude 67°. Thus too, in Novaja Semlja, in lat. 72°, there are no glaciers of considerable size. The most extensive is the *Jostedalsbræ* (p. 100), lying between lat. 61° and 62°, 515 Engl. sq. M. in area, and the largest glacier in Europe. In form it resembles an enormous roof, from which a number of offshoots descend to within 150-200 ft. of the sea-level. A similar ice-mantle is that of the *Folgefond* (p. 55), a little to the S. of lat. 60°, and another of vast extent is that of *Svartisen* (p. 238), within the Arctic Circle. The upper parts of these glaciers form immense and comparatively level expanses of dazzling ice and snow, uninterrupted by moraines or crevasses, except where their ramifications descend into the valleys, and rarely broken by peaks rising above them. These plateaux of ice accordingly correspond with the mountain-configuration peculiar to Norway, and on a small scale they afford an idea of the character of the glaciers which once covered the whole country. Of that period numerous traces still exist in Scandinavia as well as on the Baltic coasts. Striated rocks are everywhere observable, from the coast-line upwards; the debris of moraines is distributed over every part of the country; and the soil formed by glacier-friction now forms good cultivable land and affords abundant material for brick-making. Erratic Blocks seem to have been first deposited in S. Sweden by the glaciers on their southward course, and they abound in N. Germany, sometimes lying a few feet only below the surface of the soil, sometimes clustered together with sand, mud, and gravel, and rising into hills of 70-185 ft. in height, called *Åsar* in Sweden, and known in Ireland and Scotland as escars and kames.

The coast is indented with innumerable **Fjords**, almost all of which have several minor ramifications. Similar indentations occur in the precipitous W. coast of N. America, extending northwards from the Strait of Juan de Fuca, and on the S. American coast, to the S. of the Island of Chiloe, and on a smaller scale there are numerous fjords on the W. and E. coasts of Greenland, in Spitzbergen, Novaja Semlja, and on the W. coasts of Iceland, Scotland, and Ireland. All these fjord-formations cease within 40-50° from the equator, and at the same time they generally correspond with the rainiest regions of the countries where they occur. The E. coast of Scandinavia was probably also at one time indented with fjords, to which the numerous inland lakes once belonged, but which have gradually been filled up by the alluvial deposits of the rivers. That the fjords have been formed, as would naturally be supposed, by the erosive action of ice and water, seems to be disproved by the fact that they are often much deeper than the sea beyond their

mouths. The Sognefjord, for example, is no less than 4100 ft. deep at places. The fact appears rather to be that these basins existed before the glacier era. They are generally narrow and deep, and with the exception of those in E. Finmarken, they lie at right angles to the axis of the mountains. On the banks of the fjords usually extends a strip of fertile and sheltered land which has attracted a considerable population.

The immense and intricate archipelago of the **Skjærgaard** *(skärgård)*, or island-belt, which affords admirable shelter to the coasting steamers, accompanies nearly the whole of the Scandinavian coast from Vadsø to Haparanda. The only considerable intervals are in the Arctic Ocean near the *North Cape*, off the mouth of the *Foldenfjord* ($64^1/_2°$), off *Jædern* and *Lister* (between 58° and 59°), and opposite the coasts of *Halland* and *Skåne* in Sweden. Within the Arctic Circle are a considerable number of large islands, the *Kvalø*, on which Hammerfest is situated, the *Seiland*, *Sørø*, *Stjernø*, *Kaagø*, *Arnø*, *Varnø*, *Ringsvadsø*, and *Hvalø;* between the last and the mainland is the *Tromsø*, with the town of that name; then *Senjen* and the *Vesteraalen* and *Lofoden Islands*. Of the last-named group the first is the *Hindø*, the largest island in Norway (644 Engl. sq. M.), to the S. of which there are others of considerable size. All these islands, particularly those near the Arctic Circle, are mountainous, and many of them present strikingly picturesque forms. Among the finest are the *Hestmandsø*, *Threnen*, *Lovunden*, *Alstenø* with the '*Seven Sisters*', and the singular *Torghættan*, all of which are described in the Handbook (pp. 234-238).

The great resource of the busy coast-population is the **Cod Fishery,** besides which the *Herring*, *Oyster*, and *Lobster Fisheries* and *Seal Hunting* yield a considerable revenue. The great fishing-banks of the Lofoden Islands are mentioned at p. 245. These fisheries support a population of no less than 100,000 souls. The annual yield of the cod-fishery is estimated at 1,300,000*l*., and that of the seal-hunting *(Phoca vitulina)* at 55,600*l*., while about a million and a half of lobsters are annually exported to England alone. Herrings formerly abounded near Stavanger, but disappeared from 1784 to 1808, during which period cod were abundant in that neighbourhood. In 1808 the cod in their turn disappeared and the herring returned, but since 1869 the former have again been found in their old haunts. The shoals of cod and herring are usually attended by a kind of whale *(Balenoptera musculus)*, which was formerly supposed to prey on the latter, but this is ascertained to be erroneous. The oyster-fishery is chiefly carried on on the S. coast near *Kragerø*, and on the W. coast near *Finnaas* in Søndhordland, near *Lindaas* in Nordhordland, near *Vestnæs* in the Romsdalsfjord, by the *Bjærø*, and near *Vigten* in the Namsdal. The Salmon Fishery is also of considerable importance. Among the

most famous rivers are the *Drammens-Elv*, the *Numedalslaag*, the *Ongne-Elv* in Jæderen, the *Suledals-Elv* in Ryfylke, the *Rauma* and *Driva* in the *Romsdal*, the *Gula* near Throndhjem, the *Namsen* in the Namsdal, and the *Alten-Elv* and *Tana* in Finmarken.

These valuable resources of the coast-districts, compared with which the *Opland* or inland districts offer little or no attraction to settlers, have also given rise to the important MARITIME TRADE of Norway, the foundation of which was laid by the piratical *Vikings* (inhabitants of 'Vikar' or creeks), whose expeditions extended to Constantinople, and who discovered Iceland, Greenland, and N. America ('Vinland') 500 years earlier than Columbus. On some of the fjords still exist the tumuli of these early navigators, who sometimes caused themselves to be buried along with their vessels. The commercial fleet of Norway now ranks next to those of Great Britain and the United States. Timber for shipbuilding purposes is abundant.

The E. coast of the peninsula is less favourable for the purposes of navigation, especially as many of the harbours have altered their position or been rendered shallow by the gradual rise of the coast-line, and accordingly few of the vikings had their headquarters there. The coasting-trade of Stockholm, however, and the inland lake and canal-traffic are of considerable importance.

Mountains, Lakes, and Rivers.

Owing to the sudden descent of the mountains on the W. coast the streams on that side of the peninsula all have the character of boisterous torrents, while on the E. coast they take the form of long, narrow lakes, connected by rivers and often by waterfalls. The mountains in the northernmost part of the peninsula, bordering on Russia, rarely exceed 1000 ft. in height, but they become loftier as we proceed towards the S.W., rising to most imposing dimensions on the *Lyngenfjord* (p. 256) and at the head of the *Saltenfjord* (p. 241), where the *Sulitelma* forms the boundary between the sister kingdoms. To the S. of the great glacier-mountains of *Svartisen* (p. 238) the mountains decrease in height, and a number of large lakes send their waters eastwards to the Baltic, while the *Namsen* and *Snaasen* descend to the well-cultivated plains on the Throndhjem Fjord. Farther to the S. the mountains, such as the *Jomafjeld*, *Kjølhaugen*, *Åreskutan* in Sweden, and the *Syltoppe*, again attain a height of 4000-5000 ft., while the islands off the coast contain mountains of similar height. In latitude 63° the main range divides, the backbone of the peninsula continuing to run southwards, while a branch diverges to the W. nearly at a right angle. In the central range rise the *Öster* and *Vester Dalelf*, which afterwards unite and descend to the S.E. to the Gulf of Bothnia. Adjoining the same range lies the *Fæmund-Sjø*, out of which flows the *Fæmunds-Elv*, afterwards called the

Klar-Elf, and falling into Lake Venern, whence it descends under the name of the *Göta-Elf* to the Kattegat. A little to the N. of the Fæmund-Sjø lies the *Aursund-Sjø*, the source of the *Glommen*, the largest river in Norway, which forms the imposing *Sarpsfos* at Sarpsborg and falls into the Skager Rak at Fredrikstad. Near the same lake rises the *Gula*, which descends to the N.W. to Throndhjem, and through the valleys of these two rivers runs the important railway from Throndhjem to the copper-mines of Røros and Lake Mjøsen.

Between the Fæmund-Sjø and the Glommen rise the lofty *Hummelfjeld*, *Tronfjeld*, and *Elgepig*, and between the Glommen and the Gudbrandsdal tower the isolated *Rondane*. To the N.W. of the latter stretches the *Dovrefjeld*, culminating in the *Snehætta* (p. 208), formerly supposed to be the highest mountain in Norway. To the W. of this point, and to the N.W. of the Gudbrandsdal, stretch the gneiss mountains of the Romsdal, already mentioned. The mountains to the S. of the Romsdal are usually known as the *Langfjelde*, which include the *Jostedalsbræ* with the *Lodalskaupe* and extend to the *Horungerfjeld* and the *Jotunheim Mountains*. To the last-named group belongs the *Ymesfjeld*, a huge mass of granite nearly 10 Engl. M. in breadth, culminating in the *Galdhøpig* (p. 147), and surrounded by rocks of the transition period. Farther to the S. lie the extensive *Lakes Gjende*, *Tyin*, and *Bygdin*, surrounded by imposing mountains, belonging like the Horunger to the easily disintegrated 'gabbro' formation, and remarkable for picturesqueness of form. All these mountains are covered with perpetual snow, with the exception of the highest peaks, on which, owing to their precipitousness, the snow does not lie.

The southern mountains of Norway, which also run from N.E. to S.W., are bounded by the Sognefjord on the N.W., by the Christiania Fjord on the S.W., and by a line drawn on the E. side from the Fillefjeld to Christiania. Between the Sognefjord and the Hardanger Fjord are the isolated plateaux of the *Vosseskavl*, the *Hardanger Jøkul*, and the *Hallingskarv*, rising above the snow-line. The Hardanger Fjeld is separated by the innermost branch of the Hardanger Fjord from the *Folgefond* (p. 55), an extensive snow-clad mountain with several peaks. To the S.E. of the Hardanger-Fjord stretches the extensive *Hardanger Vidde*, with peaks 3000-4600 ft. in height, which gradually slope on the E. and S. sides. Farther to the E. are the deep valleys of the picturesque region of *Telemarken*, which frequently intersect each other. The E. outpost of the whole of this mountain-region is the *Skogshorn*, to the N. of the Hallingdal. Farther to the E. are the *Numedal*, *Hallingdal*, and *Valders* valleys, descending towards the S., beyond which we again meet with a number of transverse valleys, where the most fertile land in Norway is situated (such as *Hade-*

land on the Randsfjord and *Ringerike* on the Tyrifjord). The mountains then descend to the plain of Jarlsberg and Laurvig. Among their last spurs are the *Gausta* and the *Lidfjeld* in Telemarken, and the isolated *Norefjeld*, rising between Lake Krøderen and the Eggedal.

The mountains extending towards the S.E. next enter the Herjeådal and Vermeland in SWEDEN, where they contain valuable iron ores, particularly in *Vermeland*, *Dalarne*, and *Vestmanland*. The range next runs between Lakes Venern and Vettern, where it is called *Tiveden*, and extends to the E. under the names of the *Tydöskog* and *Kolmården*. It then intersects the province of *Götland* and forms the plateau of *Småland* to the S. of Lake Vettern. An important spur a little to the S. of that lake is the *Taberg*, a hill containing about 30 per cent of iron ore. The hills then gradually slope down to the plains of *Skåne* and *Halland*, where there are a few insignificant heights only. In the plains of Götland rise the isolated *Kinnekulle* on Lake Venern, the *Halleberg*, the *Hunneberg*, and the *Omberg*.

The Swedish islands of *Gotland* and *Öland* contain no hills above 210 ft. in height.

To a comparatively recent geological period belongs the SWEDISH BASIN extending from the Skager Rak through Lakes Venern and Vettern to Lake Mälaren, the land to the S. of which was probably once an island. These lakes are believed to have once formed a water-way to the Gulf of Finland, which again was probably connected with the White Sea, and this theory seems to be borne out by the fact that a kind of crayfish found in the White Sea and Lake Venern does not exist in the Atlantic or in the Baltic. The modern canal-route connecting these lakes is described in RR. 37, 38, 40.

The coast to the N. of Stockholm is flat and well wooded, and intersected by numerous rivers and long lakes, at the mouths of which lie a number of towns chiefly supported by the timber-trade. One of the most important lakes is the picturesque *Siljan* (p. 368), through which the *Österdal-Elf* flows. Below Falun that river joins the *Vesterdal-Elf*, and their united waters form a fine cascade at Elfkarleby. Of the many other rivers the most important are the picturesque *Ångerman-Elf* (p. 373), the *Lule-Elf* (p. 375), and the *Torne-Elf* (p. 376). The last, the longest of all, is connected by a branch with the parallel river *Kalix*. Most of these eastern rivers are rather a series of lakes connected by rapids and waterfalls. The heavy rainfall in the mountain regions descending into the valleys, where the sun has not sufficient power to evaporate it, forms these lakes and extensive swamps, the overflow of which descends from basin to basin till it reaches the sea. The lower ends of these rivers are generally navigable for some distance. Steamboats ply on the Ångerman-Elf and the Lule-Elf (pp. 374, 375).

Climate and Vegetation.

TEMPERATURE. Judging from the degrees of latitude within which the peninsula is situated, one would expect the climate to be uniformly severe and inclement, but this is only the case on the E. coast and among the central mountains. The climate of the W. coast is usually mild, being influenced by the Atlantic and the *Gulf Stream* which impinges upon it. In the same latitude in which Franklin perished in the Arctic regions of America, and in which lies the almost uninhabitable region of E. Siberia, the water of these western fjords of Norway never freezes except in their upper extremities. As we proceed from W. to E., and in some degree even from N. to S., the temperate character of the climate changes, and the winters become more severe. The climate is perhaps most equable at *Skudesnæs*, near Stavanger, where the mean temperature of January is 34.7° Fahr., and that of July 55.4: difference 20.7°. At *Stockholm*, on the other hand, the mean temperature of January is 24.8°, and that of July 63.5°: difference 38.7°. The difference is still greater in many places farther to the N., as at *Jockmock* (66° 36′ N. lat.; 925 ft. above the sea), where the January temperature is 3.2°, that of July 57.92°, and the difference 54.90°. The tract lying between the Varanger Fjord and the Gulf of Bothnia, the interior of Finmarken and Lapland, and the southern mountains above the height of 2300 ft., all have an annual mean temperature below the freezing point. Some of the other isothermal lines are curious. Thus the line which marks a mean January temperature of 32° Fahr. runs from the Lofoden Islands southwards, passing a little to the E. of Bergen and through the inner part of the Stavanger Fjord. It then turns to the S.E. to Cape Lindesnæs, and thence to the N.E. towards the Christiania Fjord, and southwards to Gothenburg and Copenhagen. The line marking a mean January temperature of 23° passes through Hammerfest, Saltdalen, Røros, Christiania, and Upsala. In the depth of winter, therefore, the Lofoden Islands are not colder than Copenhagen, or Hammerfest than Christiania. Again, while the mean temperature of the whole year at the North Cape is 35.6°, it is no higher at Östersund in Jemtland, 552 Engl. M. farther south. Lastly, it may be mentioned that while the climate on the W. coast is comparatively equable throughout the year, that of the E. coast and the interior of the country is made up of a long, severe winter and a short and sometimes oppressively hot summer. The average temperature of the sea is $3\frac{1}{2}$-7° warmer than the air, being of course lower than that of the air in summer and higher in winter. The healthiest part of the peninsula is probably the island of Karmø, where the death rate is only 12 per thousand. The average rate for Norway is 19, for Sweden 20 per thousand.

RAINFALL. In the interior of Norway less rain falls than on the coast. In Sweden the greatest rainfall is between Gefle and Gothen-

burg. . The mean rainfall in Sweden is 20.28 inches, that of Gothenburg 28.18, and that of the E. coast 16.88 inches. August is the rainiest month in Sweden, especially in the N. provinces. In Norway the maximum rainfall is at Florø, where it sometimes reaches 90-91 inches per annum; on the S. coast the average is about 40 inches, and on the W. coast, to the S. and N. of Florø, 70-75 inches. August and September are the rainiest months in the E. districts of Norway, but on the W. coast the rainy season is somewhat later. June and July are therefore the best months for travelling in Sweden and the E. districts of Norway, and July and August for the W. coast. In the neighbourhood of the Romsdal the rainy season does not usually set in before December. Hail and thunderstorms are rare in Norway. The latter, however, are sometimes very violent on the W. coast, where no fewer than forty churches have been destroyed by lightning within the last 150 years. The following table shows the mean temperature and average rainfall in different parts of Norway: —

	Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches		Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches
Vardø	42	70° 22′	33.45	—	*Ona*	52	62° 53′	44.24	—
Nyborg	—	70° 2′	34.70	—	*Dovre*	2095	62° 5′	32.54	14.39
Fruholmen . .	29	71° 6′	35.42	—	*Røros*	2075	62° 35′	27. 5	—
Alten	—	69° 58′	33.62	—	*Florø*	29	61° 36′	43.85	75.27
Tromsø . . .	39	69° 39′	35.96	—	*Bergen* . . .	49	60° 24′	44.60	72.25
Andenæs . . .	26	69° 20′	38.48	—	*Ullensvang* .	33	60° 19′	44.78	—
Bodø	36	67° 17′	38.48	30.55	*Skudesnæs* .	36	59° 9′	44.78	42.83
Ranen	46	66° 12′	37.22	—	*Lindesnæs* .	29	57° 59′	44.24	—
Brønø	38	65° 28′	40.28	34.34	*Mandal* . . .	56	58° 2′	43.85	55.11
Ytteren . . .	250	63° 49′	41.00	22.36	*Sandøsund* .	42	59° 55′	43.85	23.14
Christiansund	66	63° 7′	43.16	37.48	*Christiania* .	79	59° 55′	41.36	21.19

Air Pressure. The pressure of the air in January is greatest in the interior of N. Norway and lowest in Finmarken. In July it is highest on the W. coast and lowest in the interior. The prevailing winds in winter are accordingly land-winds, which are frequently diverted towards the N. and follow the line of the coast. In summer, on the other hand, W. and S.W. winds prevail, blowing towards the region where the air-pressure is lowest, also frequently following the line of the coast towards the N., and rarely impinging on the coast at a right angle. The most prevalent wind blows from the S.W., and on the coast is usually accompanied with dull weather, but this is less the case in the interior. The most violent storms, which prevail chiefly in winter, come from the same quarter. The mountains form a boundary between two distinct climates, the W. wind being the dampest on the W. coast and the driest in the interior.

The **Vegetation**, as might be expected from the climate and the geological features of the peninsula, is generally poor, but the flora is unusually rich for so northern a region. About 25,758 Engl. sq. M. are covered with forest, chiefly pines, the wood of which is valuable owing to the closeness of the rings which mark its annual growth. Next in point of frequency are the oak, the birch, the elm, and the beech. Other trees occur frequently, but not in the forests. The beech, which suffers more from cold than the oak, but does not require so high a mean temperature, rarely occurs in Sweden N. of Kalmar, while the oak is found as far N. as Gefle. In Norway, on the other hand, the beech extends to a point beyond Bergen, and the red beech even occurs at Throndhjem. Near Laurvig, in latitude 59-59½° the beech is found in considerable plantations. — The apple-tree *(Pyrus malus)* occurs as far as 65° 10′ N. lat., the plum *(Prunus domestica)* up to 64°, and the cherry to 66°, while currants *(Ribes nigrum* and *rubrum)*, gooseberries *(Ribes grossutaria)*, strawberries *(Fragaria vesca)*, raspberries *(Rubus idaeus)*, and the common bilberry *(Vaccinium myrtillus)* occur as far north as the North Cape.

Wheat is cultivated as far as 64½°, and in the S. of the country to a height of 1000-1250 ft. above the sea; *Rye* grows as far N. as 69°, and in the S. up to a height of 1950 ft.; *Bartey* and *Oats* occur up to 70°, and in the S. to a height of 2050 ft. above the sea. Botanists are referred to the instructive works of Schuebeler and Axel Blytt. — The cultivated land in Norway occupies the insignificant area of 1074 Engl. sq. M., but in Sweden 10,678 sq. M. In the northern regions the *Oxyria remiformis*, a kind of sorrel, is largely cultivated as a substitute for corn. It is kept in a frozen condition in winter and boiled down to a pulp for use, being frequently mixed with flour and made into *Fladbrød*. In the S. districts, however, the 'flat bread' is usually made of wheat or barley flour mixed with mashed potatoes, and sometimes with pease-meal. The Lapps mix their bread with reindeer-milk and sometimes with the bitter *Mutgedium alpinum*, which is believed to be a preventive of scurvy.

It is a curious fact that barley takes exactly the same time (90 days) to ripen at Alten (70° N. lat.) as at Christiania and in the S. of France, but it is now generally believed that the great length of the Arctic days compensates for the lack of warmth. The seed, however, if brought from a warmer climate, requires to be acclimatised, and does not yield a good crop until after two or three seasons, so that the effects of a bad harvest are felt for several succeeding years.

The traveller will also observe that the leaves of most of the trees which occur in the northern districts of Norway are larger than those of trees of the same kind in the southern regions. Thus the leaves of maples and plane-trees *(Acer ptatanoides* and *pseudo-*

platanus) transplanted from Christiania to Tromsø have been found to increase greatly in size, while the trees themselves become dwarfed in their growth. This leaf development is also attributed to the long continuance of the sunlight in summer. It would be interesting to know what effects the protracted light produces on the colours of flowers and the flavour of fruits, but these points have not yet been investigated.

The **Animal Kingdom** comprises most of the domestic and other animals common in Great Britain, besides many which are now extinct there, and a number of others peculiar to the Arctic regions. Among the animals most characteristic of the country are the reindeer *(Cervus tarandus)*, an exceedingly useful mammal, and the sole support of the nomadic Lapps, and the lemming *(Georychus lemmus)*, a rodent, somewhat resembling a water-rat, which sometimes affords food to the reindeer (see p. 151). Among beasts of prey the bear and the wolf are still common in many parts of the country, and the lynx and glutton occasionally occur. For killing any one of these the government offers a reward of 25 crowns. Conspicuous among large game is the handsome elk ('Elgsdyr'; *Cervus alces*), now becoming rare, next to which rank the reindeer and the red deer. The finest of the wildfowl is the capercailzie ('Tjur'; *Tetrao urogallus*), after which come the ptarmigan ('Rype'; *Lagopus mutus*) and hazel-grouse ('Hjerpe'; *Tetrao bonasia*). Partridges rarely occur in Norway, but abound in the S. of Sweden, where they were introduced about the year 1500. The most valuable of the wildfowl, however, is the eider-duck ('Eder'; *Anas mollissima*), which is most abundant within the Arctic Circle. The down of the female, which she uses in making her nest, is gathered in the *Dunvær* of Finmarken, yielding a considerable revenue.

The **Population** is now almost exclusively of Gothic origin, but the oldest element consists of the *Lapps* and the *Finns*, who were probably the aboriginal inhabitants of the country and who both belong to the Ugrian race. Their languages are both of the Turanian stock (akin to Hungarian), and are said by Castren, the philologist, to have been identical some 2000 years ago. The Lapps now number about 24,000 only in Norway and Sweden, and the Finns about 22,000 souls. They are both of the Mongolian type, with high cheek-bones, low foreheads, full lips, narrow eyes, blunt noses, and yellowish complexions, but the Finns are now by far the superior race, both physically and mentally. The names usually applied to them are not used by themselves. The Lapps ('nomads') call themselves *Sami* or *Sahmelads*, and the Finns ('fen-dwellers') *Suomi*. — The dominant race, by which the Lapps have been well-nigh extinguished, is of the Aryan or Indo-Germanic stock, and is believed to have begun to settle in the peninsula before the birth of Christ (see below). With regard to their language, see the

grammars at the end of the volume. — The total population of Norway in 1884 was 1,913,100; that of Sweden at the end of 1886 was 4,717,100. The annual increase, which is slow, owing to the frequency of emigration, now amounts in Norway to about 11,000, and in Sweden to 20,000 per annum.

X. History of Sweden and Norway.

Prehistoric Period. The earliest antiquities in Scandinavia belong to the FLINT PERIOD, during which the peninsula appears to have been inhabited by the same race as Denmark and N. Germany. Their rude implements indicate that they possessed fixed dwelling-places and cattle, and were acquainted with the art of fishing and probably of hunting also. They buried their dead in large stone tomb-chambers. This epoch was succeeded by the BRONZE PERIOD, when implements and ornaments in bronze and even in gold were first imported into the country and afterwards manufactured by the natives themselves. Agriculture was now regularly practised, and the same domestic animals were used as at the present day. The tombs of this period sometimes contain cinerary urns, and sometimes bones unconsumed. During this and the preceding period the population seems to have been confined to Skåne and Vester-Götland. Lastly, about the time of the birth of Christ, begins the IRON PERIOD, when the use of that metal was introduced from Central Europe. At the same time silver and glass make their appearance, and Roman coins and 'bracteates' (ornamental discs of metal) are occasionally found.

During this period also the contents of tombs prove that the dead were sometimes burned and sometimes buried in coffins. The cinerary urns are usually of terracotta, rarely of bronze. Among other curiosities which have been found in the tombs are trinkets and weapons, some of which appear to have been purposely broken. To this period also belong the earlier *Runic Inscriptions*, in a large character differing from that afterwards used. Quite distinct from the earlier part of this era is the LATER IRON PERIOD, which began in Sweden about the year 500 or 600 and in Norway about the year 700 A. D. The Runic inscriptions of this period are in the smaller character, and the language had by this time attained to nearly the same development as that used by the later MSS., while the native workmanship exhibits evidence of a new and independent, though still barbarous stage of culture.

To what race the inhabitants of Scandinavia during the first and second of these periods belonged is uncertain, but it is supposed that they were of the aboriginal Finnish stock. That the relics of the following periods were left by a different race is most probable, as no antiquities have been found which show a gradual transition from the bronze to the early iron period, and it is well

ascertained that the inhabitants of the S. parts of the peninsula were of Germanic origin, both during the earlier and later iron periods. It has also been ascertained that the older Runic alphabet of 24 letters, common to Scandinavian, Anglo-Saxon, Burgundian, and Gothic inscriptions, was afterwards modified by the Scandinavians, who substituted for it the smaller character, consisting of 16 letters only. It therefore seems to be a well established fact that during the later iron period, if not earlier, the Scandinavians had developed into a nationality distinct from the ancient Goths or the Anglo-Saxons.

Transition to the Historical Period.

The earliest historical writers agree that Scandinavia was at an early period inhabited partly by a Germanic race, and partly by Finns or Lapps. The Germanic inhabitants, before whom the weaker race seems gradually to have retreated, were first settled in Skåne (Skáney) in the S. of Sweden, whence the country was named Scandia, and the people Scandinavians. The name of 'Swedes' is mentioned for the first time by Tacitus *(Suiones)*, the 'Goths' are spoken of by Ptolemy, and the *Suethans* and *Suethidi* (i. e. *Svear* and *Svíthjód*) by Jordanis. Jordanis also mentions the *Ostrogothae* and *Finnaithae*, or the inhabitants of Öster-Götland and Finnveden in Sweden, the *Dani* or Danes, the *Raumariciæ* and *Ragnaricii*, or natives of Romerike and Raurike in Norway, and lastly the *Ethelrugi* or Adalrygir, and the *Ulmerugi* or Hólmrygir. As far back, therefore, as the beginning of our era, the population in the S. of Sweden and Norway appears to have been of the Gothic stock. To this also points the fact that the names of Rugians, Burgundians, and Goths still occur frequently in Scandinavia; the Rygir were a Norwegian tribe, the name Borgund and Bornholm (Borgundarholm) recur more than once, and the district of Götland and the island of Gotland or Gutland were doubtless so called by Goths or Jutes. It is therefore more than probable that the picturesque myth of the immigration of the Æsir or ancient Scandinavians from Asia under the leadership of Odin entirely lacks foundation in fact.

It is at least certain that the history of Scandinavia begins with the later iron period. At that time the southernmost part of Sweden seems to have belonged to the Danes. Farther N. was settled the tribe of the *Götar*, to whom belonged the adjacent island of Öland, while Gotland appears to have been occupied by an independent tribe. Still farther N. were the *Svear*, who occupied Upland, Vestermanland, Södermanland, and Nerike. The territories of the Götar and the Svear were separated by dense forest, while the latter were also separated from the Norwegian tribes by forests and by Lake Venern and the Götaelf. Beowulf, the famous Anglo-Saxon epic poem, dating from about the year 700, mentions Den-

mark as an already existing kingdom, and also speaks of the different states of the Götar and Svear, which, however, by the 9th cent. had become united, the Svear, or Swedes, being dominant. The same poem refers to 'Norvegr' and 'Nordmenn', *i.e.* Norway and the Northmen, but throws no light on their history. It is, however, certain that the consolidation of Norway took place much later than that of Denmark and Sweden, and doubtless after many severe struggles. To the mythical period must be relegated the picturesque stories of the early Ynglingar kings, beginning with *Olaf Trætelje*, or the 'tree-hewer'; but they are probably not without some foundation in fact, and it is at any rate certain that the migrations and piratical expeditions of the Northmen, which soon affected the whole of the north of Europe, began about this time (7th-8th cent. A. D.). The predatory campaigns of the Danish King Hugleikr, which are mentioned both in the Beowulf and by Frankish chroniclers, are doubtless a type of the enterprises of the vikings (from *Vik*, 'creek), which continued down to the 11th century. The Swedes directed their attacks mainly against Finland, Kurland, Esthonia, and Russia, which last derived its name and its political organisation from Sweden; the Danes undertook expeditions against France and England, and the Norwegians chiefly against the north of England, Scotland, the Orkney and Shetland Islands, and the Hebrides.

Norway before the Union.

From the semi-mythical Ynglingar and Olaf Trætelje, who is said to have flourished about the middle of the 7th cent., *Halfdan Svarte*, king of a part of Norway corresponding with the present Stift of Christiania, professed to trace his descent. His son **Harald Haarfager** ('fair-haired'), after several severe conflicts, succeeded in uniting the whole of Norway under his sceptre after the decisive battle of the Hafrsfjord near Stavanger in 872. The final consolidation of the kingdom, however, was not effected until a century later. The kingdom was repeatedly attacked by the petty kings who had been banished, while great numbers of the peasantry, to escape the burdens of taxation, emigrated to the Orkney and Shetland Islands, to Iceland, and even to the Hebrides. In this weakened condition Harald transmitted the crown to his favourite son *Eirîkr Blódöx*, whose exploits as a viking had gained for him the sobriquet of 'bloody axe'. After having slain several of his brothers, Eric was expelled about the year 935 by *Haakon the Good*, who in his turn was defeated and slain by Eric's sons at the battle of Fitjar in 961. Among the sons of Eric, several of whom were put to death by their own subjects, the most distinguished was *Harald Graafeld*, who was, however, at length defeated by the Jarl (earl) of Lade in the district of Throndhjem, with the aid of Harald Gormsson, king of Denmark (970). At this period a number of petty kings still maintained themselves on the fjords

and in the interior of the country, trusting for support from the kings of Sweden and Denmark. The Jarls of Lade, who ruled over Throndhjem, Helgeland, Namdalen, and Nordmøre, acknowledged the supremacy of the kings of Norway, until Haakon Jarl transferred his allegiance to the kings of Denmark. On the outbreak of war between Denmark and Germany he succeeded in throwing off the Danish yoke, but did not assume the title of king. Haakon was at length slain by one of his own slaves during an insurrection of the peasantry (995), whereupon **Olaf Tryggvason**, a descendant of Haarfager, obtained possession of the kingdom, together with the fjords and inland territory which had belonged to Haakon. With the accession of Olaf begins a new era in the history of Norway.

In the 10th century PAGANISM in the north was in a moribund condition. Based on the dual system of a world of gods *(Ásgardr, Godheimr)* and a realm of giants *(Utgardr, Jötunheimr)*, it regarded mankind *(Midgardr, Mannheimr)* as a kind of object of contention between the two. All alike partook equally of the joys and sorrows of life, of sin, and even of death. The period of the vikings, however, to the close of which we owe the Eddas, materially altered the tenets of the old religion. As victory was their great object, they elevated *Odin*,, the god of victory, to the highest rank in their pantheon, while *Thor*, the god of thunder, had hitherto reigned supreme. The bards depict in glowing colours the halls of Odin, which become the abode of heroes slain in war. But as the gods had been in many respects lowered to the rank of men, and were themselves believed to have their destinies swayed by fate, it necessarily followed that they were not themselves the Creators, but at most the intermediate artificers and administrators of earth. They therefore failed to satisfy the religious wants of men, who began to speculate as to the true and ultimate Creator of the universe, and it was about this period that Christianity began to dawn on the benighted north. The vikings came into frequent contact with Christian nations, and Christian slaves were frequently brought to Norway and Sweden. Many of the Northmen professed to be converted, but either retained many of their old superstitions or speedily relapsed into them. A few, however, embraced the new religion zealously, and it is to them that the final conversion of the peninsula was due. The first Christian monarch was Haakon the Good, who had been brought up by King Athelstane in England, and been baptised there; but his attempts to convert his people were violently opposed and met with no success. The sons of Eric, who had also been converted in England, showed little zeal for Christianity, and under Haakon Jarl heathenism was again in the ascendant. At length when Olaf Tryggvason, who had also become a Christian, ascended the throne, he brought missionaries from England and Germany to Norway and succeed-

ed in evangelising Norway, Iceland, the Orkney and Shetland Islands and the Faroes, partly by persuasion, and partly by intimidation or by bribery. Iceland, however, had already been partly converted by Thorvaldr Vidförli, a native missionary, aided by the German bishop Friedrich.

King *Svejn Tveskæg* ('double beard') of Denmark now attempted to re-establish the Danish supremacy over Norway, and for this purpose allied himself with his stepson King Olaf, Skotkonung or tributary king of Sweden, and with Eric, the son of Haakon, by whose allied fleets Olaf Tryggvason was defeated and slain in the great naval battle of Svold, on the coast of Pomerania, about the year 1000. Norway was now partitioned between the kings of Denmark and Sweden, who ceded most of their rights to the Jarls Eric and Svejn, sons of Haakon Ladejarl. The kingdom, however, was soon permanently re-united by **St. Olaf,** son of *Harald Grenski*, and a descendant of Harald Haarfager. After having been engaged in several warlike expeditions, and having been baptised either in England or in Normandy, he returned to Norway in 1014 to assert his claim to the crown. Aided by his stepfather *Sigud Syr*, king of Ringerike, and by others of the minor inland kings, he succeeded in establishing his authority throughout the whole country, and thereupon went to work energetically to consolidate and evangelise his kingdom. His severity, however, caused much discontent, and his adversaries were supported by Canute, king of England and Denmark, who still asserted his claim to Norway. Canute at length invaded Norway and was proclaimed king, while Olaf was compelled to seek an asylum in Russia (1028). Having returned with a few followers to regain his crown, he was defeated and slain at Stiklestad near Levanger on 29th July, 1030. Canute's triumph, however, was of brief duration. He ceded the reins of government to *Haakon Jarl Erikssøn*, and after the death of the jarl to his son *Svejn* and the English princess *Aelgifu*, the mother of the latter; but a reaction speedily set in, stimulated chiefly by the rumour of Olaf's sanctity, which found ready credence and was formally declared by a national assembly. Olaf's son **Magnus,** who had been left by his father in Russia, was now called to the throne, and Svejn was obliged to flee to Denmark (1035). The sway of Magnus was at first harsh, but he afterwards succeeded in earning for himself the title of 'the good'. In accordance with a treaty with Hardicanute in 1038, he ascended the throne of Denmark after the Danish monarch's death in 1042, but his right was disputed by *Svend Estridssøn*. In 1046 he assumed as co-regent the turbulent *Harald Sigurdssøn*, step-brother of St. Olaf, who succeeded him on his death in 1047. After a series of violent conflicts with Svend, Harald was obliged to renounce his pretensions to the crown of Denmark, but on Harald's death at the Battle of Hastings (1066)

the hostilities between Norway and Denmark broke out anew. Harald was succeeded by **Olaf Haraldssøn,** who in 1068 entered into a new treaty with Svend of Denmark at Kongshelle, whereby the independence of Norway was finally established.

Olaf, who was surnamed *Hinn Kyrri*, or 'the peaceful', now devoted his attention to the internal organisation of his kingdom, and several of the Norwegian towns began to attain importance. Skíringssalr (near Laurvik) and the neighbouring Tønsberg already existed; Nidaros (afterwards Throndhjem) is said to have been founded by Olaf Tryggvason, Sarpsborg by St. Olaf, and Oslo by Harald Hardraade; but the foundation of Bergen and several other towns, probably including Stavanger, is attributed to Olaf Kyrri. His court was famed for its magnificence and the number of its dignitaries, and at the same time he zealously promoted the interests of the church. While Olaf's predecessors had employed missionaries, chiefly English, for the conversion of their subjects, he proceeded to establish three native bishoprics and to erect cathedrals at Nidaros, Bergen, and Oslo, making the dioceses as far as possible coextensive with the three provinces in which national diets *(Thing)* were held. His warlike son *Magnus Barfod* (1093-1103), so surnamed from the dress of the Scotch Highlanders which he had adopted, did not reign long enough seriously to interrupt the peaceful progress of his country, and the three sons of Magnus, *Øystein* (d. 1122), *Sigurd* (d. 1130), and *Olaf* (d. 1115), thereafter proceeded to carry out the plans of their grandfather. Sigurd was surnamed *Jorsalafarer* ('Jerusalem farer') from his participation in one of the Crusades (1107-11). The same devotion to the church also led about this period to the foundation of the bishopric of Stavanger, and of several monasteries (those of Sælø in the Nordfjord, Nidarholm near Throndhjem, Munkelif at Bergen, and Gimsø near Skien), and to the introduction of the compulsory payment of tithes (*Tiende*, 'tenths', known in Scotland as 'teinds'), a measure which secured independence to the church. King Øystein is said to have been versed in law, and both he and several of his predecessors have been extolled as lawgivers, but no distinct trace of legislation in Norway of a period earlier than the beginning of the 12th cent. has been handed down to us.

After Sigurd's death the succession to the throne was disputed by several claimants, as, in accordance with the custom of the country, all relations in equal propinquity to the deceased, whether legitimate or not, enjoyed equal rights. The confusion was farther aggravated by the introduction (in 1129) of the custom of compelling claimants whose legitimacy was challenged to undergo the 'iron ordeal', the practical result of which was to pave the way for the pretensions of adventurers of all kinds. Conflicts thus arose between *Harald Gilli*, a natural son of Magnus Barefoot,

and *Magnus Sigurdssøn;* between *Sigurd Slembedegn*, who claimed to be a brother of Harald, and *Ingi* and *Sigurd Munn*, sons of Harald; and afterwards between *Ingi* and *Haakon Herdebred*, a son of Sigurd Munn. All these pretenders to the throne perished in the course of this civil war. Ingi was defeated and slain by Haakon in 1161, whereupon his partisans elected as their king *Magnus Erlingssøn*, who was the son of a daughter of Sigurd Jorsalafarer. Haakon in his turn having fallen in battle, his adherents endeavoured to find a successor, but Erling, the father of Magnus, whose title was defective, succeeded in obtaining the support of Denmark by the cession of Vigen, and also that of the church.

Meanwhile the church had firmly established her power in the north. At first the sees of Sweden and Norway had been under the jurisdiction of the archbishops of Hamburg and Bremen, but in 1103 an archiepiscopal see was erected at Lund in Skåne. The Norwegians, however, desiring an archbishop of their own, Pope Eugene II. sent *Cardinal Nicholas Breakespeare* to Norway for the purpose of erecting a new archbishopric there, and at the same time a fifth bishopric was erected at Hamar. The new archbishop's jurisdiction also extended over the sees of Iceland, Greenland, the Faroes, the Orkneys, the Hebrides, and the Isle of Man, and his headquarters were established at Throndhjem. In 1164 Erling Jarl induced Archbishop Eystein to crown his son Magnus, a ceremony which had never yet taken place in Norway, and at the same time he engaged to make large concessions to the church, including a right to a voice in the election of future kings.

Supported by the church, personally popular, and a meritorious administrator, Magnus had at first no difficulty in maintaining his position, but his title and the high privileges he had accorded to the church did not long remain unchallenged.

After several insurrections against Magnus had been quelled, there arose the formidable party of the *Birkebeiner* ('birch-legs', so called from the bark of the birch which they used to protect their feet), who in 1177 chose as their chief **Sverre**, a natural son of Sigurd Munn, who had been brought up as a priest, and who soon distinguished himself by his energy and prudence. In 1179 Erling was defeated and slain by Sverre at Nidaros, and in 1184 his son Magnus met the same fate in the naval battle of Fimreite in the Sogn district. Sverre's right to the crown, however, was immediately challenged by new pretenders, and he incurred the bitter hostility of the church by ignoring the concessions granted to it by Magnus. In 1190 Archbishop Eric, Eystein's successor fled the country, and the king and his followers were excommunicated; but, though severely harassed by several hostile parties, particularly the *Bagler* (the episcopal party, from *Bagall*, 'baculus', a pastoral staff), Sverre died unconquered in 1202. He was succeeded by his son *Haakon* (d. 1204), by *Guttorm Sigurdssøn* (d. 1204), and by *Inge Baardssøn*

(d. 1217), under whom the hostilities with the church still continued. For a time, however, peace was re-established by **Haakon Haakonssøn** (1217-63), a grandson of Sverre, under whom Norway attained a high degree of prosperity. His father-in-law Skule Jarl, brother of King Inge, on whom he conferred the title of duke, proved his most serious opponent, but on the death of the duke in 1240 the civil wars at length terminated. New rights were soon afterwards conferred on the church, but of a less important character than those bestowed by Magnus Erlingssøn, the clergy being now excluded from a share in the election of kings. The king also amended the laws and sought to extend his territory. Since the first colonisation of Iceland (874-930) the island had been independent, but shortly before his death Haakon persuaded the natives to acknowledge his supremacy. In 1261 he also annexed Greenland, which had been colonised by Icelanders in the 10th cent. and previously enjoyed independence, so that, nominally at least, his sway now extended over all the dioceses subject to the see of Throndhjem, including the Orkney and Shetland Islands, the Faroes, the Hebrides, and the Isle of Man. His claim to the Hebrides being disputed by Alexander III. of Scotland, he assembled a fleet for the purpose of asserting it, and set sail for the Orkney Islands, where he died in 1263. He was succeeded by his son *Magnus Lagabøter* ('betterer of laws'), who by the treaty of Perth in 1268 renounced his claims to the Hebrides and Man in return for a small payment from Alexander. In his reign, too, the Swedish frontier, long a subject of dispute, was clearly defined, and the relations between church and state were placed on a more satisfactory footing.

Constitution. From an early period Norway was divided into four large districts, each presided over by a *Thing* or *Lagthing (Løgthing)*, a diet with judicial and legislative functions. The eight *Fylker* or provinces of Throndhjem sent representatives to the *Frostuthing*, so named from Frosten, the meeting-place of the diet, and to these were afterwards added *Helgeland*, *Namdalen*, *Nordmøre*, and *Romsdalen*. The *Gulathing*, in the Fylke of Gulen, embraced the Fylker of *Firda*, *Sygna*, and *Hørda*, to which *Rogaland*, *Agder*, and *Sondmøre* were afterwards added. The district of *Vigen* appears to have had a Thing of its own, which after the time of St. Olaf met at Sarpsborg and was called the *Borgarthing;* but from the 12th cent. onwards representatives were sent to this diet by *Ranríki*, *Vingulmørk*, *Vestvold*, and *Grenafylke* also. Lastly the mountain districts of *Heina*, *Hada*, and *Rauma* held a diet called the *Heidsœvisthing*, afterwards named the *Eidsifathing* from Eidsvold where it assembled. This diet, though separate from that of Vigen, was under the same law, which had been declared common to both by St. Olaf. A committee of each diet, called the *Løgretta*, chosen by the king's officers, performed the judicial duties of the diet, while the Løgthing itself exercised

jurisdiction over the diets held at irregular intervals in the different Fylker. Resolutions were passed by a majority of the peasantry at the diet. The four cities of *Throndhjem*, *Bergen*, *Tønsberg*, and *Oslo* each possessed a distinct Løgthing, the law administered by which was called 'Bjarkeyjarrettr'.

King Magnus proceeded to abolish these diets (in 1267 and 1268), but was prevented from finally accomplishing his object by the protest of Archbishop Jón Raudi at the diet of Frosten (1269). He then directed his attention to the amendment of the laws. In 1271 a code called *Järnsida* ('iron side') was completed, and in 1272-4 a new code was promulgated at the Frostuthing, which seems to have been immediately adopted by the other districts. In 1276 a new municipal law was introduced at Bergen and soon afterwards into the other towns also; and lastly the *Jónsbók*, a collection of the laws of the mainland, was compiled in 1280 and promulgated in Iceland. From these codes ecclesiastical law was excluded. Though each of them bears a distinctive name, such as 'Law of the Frostuthing', 'Town Laws of Bergen', etc., and is somewhat modified to suit the requirements of the district or town which adopted it, they substantially formed a single code for the whole kingdom. The whole country was now subject to the jurisdiction of the four diets, with the exception of Helgeland, Jemtland, and Herjedalen, which still formed independent districts. Meanwhile King Magnus concluded a *Concordat* with the church at Bergen in 1273 and another at Tønsberg in 1277, and at the same time sanctioned an ecclesiastical code drawn up by Archbishop Jón, wherein he renounced all control over ecclesiastical causes and over the election of prelates. Another interesting code of this period was the *Hirdskraa* ('law of servants', probably 1274-77), which affords an insight into the early condition of Norway.

Magnus Lagabøter died in 1280 and was followed by his son **Eric Magnussøn** (d. 1299), who was succeeded by his brother **Haakon Magnussøn** (d. 1319). Under these monarchs the concessions of Magnus to the church formed the subject of constant dispute, and it was not till 1458 that they were finally secured to the hierarchy by Christian IV. In their secular administration, however, the sons of Magnus experienced less difficulty. At first the functions of the Løgthing or diets had been deliberative, judicial and legislative, and those of the king executive only, but the constitution gradually assumed a more monarchical form. The first step was to transfer the judicial powers of the diets to officials appointed by the king himself. The Løgmenn ('lawyers') had originally been skilled assessors at the diets, elected and paid by the peasantry, but from the beginning of the 13th cent. onwards it was customary for the king to appoint them, and they became the sole judges of all suits in the first instance. In the

second or higher instance the diet was still nominally the judge, but it was presided over by the Løgmann and attended by others of the king's officials. The king himself also asserted a right to decide cases in the last instance, with the aid of a 'council of the wisest men'. The four ancient diets were thus in the course of time transformed into ten or twelve minor diets, presided over by Løgmenn.

At the same time great changes in the social and political system were effected. In accordance with the old feudal system, it had been customary for the kings to bestow temporary and revocable grants of land ('Veitsla', probably from *veitla*, 'to bestow') on their retainers and courtiers ('Hird'), on the understanding that the tenants ('Huskarlar') would administer justice, collect the taxes, and render military and other services. In some cases, too, a Jarl was appointed governor of a considerable district and invested with extensive powers and practical independence, and it was usual for the king to confirm the heirs of these officials and dignitaries in their respective lands and offices. All these minor jurisdictions, however, were abolished by Haakon Magnussøn (1308), who directed that all his officials should in future be under his own immediate control. Thus, by the beginning of the 14th cent., the Norwegian monarchs had attained a position of great independence, and had emancipated themselves alike from democratic and from aristocratic interference. The peasantry, however, always enjoyed greater freedom than in most other European countries, and possessed their lands in freehold, being themselves lords of a great part of their native soil; but they never attained to much wealth or importance, as the trade of the country from a very early period was monopolised by Germans and other foreigners. Of scarcely greater importance was the nobility of the country, their lack of influence being due to want of organisation and political coherence.

The **Intellectual Culture** of Norway during this period, as may be supposed, made no great progress. The Runic character had indeed been in use from the early Iron Period downwards, but it was merely employed for short inscriptions and rude registers of various kinds, and not for literary purposes. On the foundation of the archbishopric of Land, the Latin character was at length introduced, but before that period all traditions and communications were verbal, and it is mainly to the bards or minstrels ('Skáldskapr') that we owe the preservation of the ancient mythical and historical sagas or 'sayings'. About the year 1190 the Latin character began to be applied to the native tongue, both for secular and religious purposes. Of the exceedingly rich 'Old Northern' literature which now sprang up, it is a singular fact that by far the greater part was written by Icelanders. Among the most famous of these were *Ari Fródi* (d. 1148), the father of

northern history; *Oddr Snorrason* and *Gunnlaugr Leifsson* (d. 1218), the biographers of King Olaf Tryggvason; the prior *Styrmir Kárason* (d. 1245), the biographer of St. Olaf; the abbot *Karl Jónsson* (d. 1212), the biographer of King Sverre; and lastly *Eirîkr Oddsson*, *Snorri Sturluson* (d. 1241), and *Sturla Thordarson* (d. 1284), who were both historians of the kings of Norway and zealous collectors of their own island lore. The bards attached to the Scandinavian courts were also generally Icelanders. To Norwegian authorship are traceable comparatively few literary works, the most important being juridical compilations, the 'King's Mirror', which affords an insight into the court-life and commercial transactions of the 13th cent., the 'Anekdoton Sverreri', a polemic in favour of the crown against the church, several ballads of the earlier Edda, and a number of romances translated from English and French. This poverty of the literature of the mainland is doubtless to be accounted for by the fact that it was constantly harassed by wars and intestine troubles at this period, while Iceland was in the enjoyment of peace. While, moreover, in Norway the clergy held themselves aloof from the people and from secular pursuits, and the nobles were busily engaged in fashioning their titles, their manners, and their costumes on the model of those of their more civilised neighbours, the Icelanders of all classes retained their national coherence in a far higher degree, all contributing with equal zeal to the patriotic task of extolling their island and preserving its ancient traditions.

Sweden before the Union.

With regard to the early history of Sweden there exist no chronicles similar to those of the Icelanders and Norwegians. It is ascertained, however, that the country was partly evangelised in the 9th cent. by *Anskar* (d. 865) and other German missionaries, and by his successor *Rimbert* (d. 888). *Archbishop Unni* afterwards preached the Gospel in Sweden, where he died in 936, and after the foundation of several bishoprics in Denmark about the middle of the 10th cent., Sweden was visited by several other German and Danish missionaries. The secular history of the country is involved in much obscurity, from which, however, it to some extent emerges when it comes into contact with that of Norway. About the end of the 10th century *Olaf Skötkonung* ('tributary king') took part in the battle of Svold against Olaf of Norway and in the subsequent dismemberment of that country. He was afterwards compelled by his own peasantry to promise to come to terms with St. Olaf, and on his failure was threatened with deposition. He was then obliged to assume his son *Önund* as co-regent, and had to make peace with Norway about the year 1019. Olaf and Önund are said to have been the first Christian kings of Sweden. Önund was succeeded by his brother

Emund (d. 1056), the last of his royal house, on whose death hostilities broke out between the Götar, who were now inclined in favour of Christianity and the more northern and less civilised Svear, who were still sunk in paganism. Emund had been indifferent about religion, but his successor *Stenkil Ragnvaldsson* was a zealous Christian and was keenly opposed by the Svear. On the death of Stenkil about 1066 open war broke out between the Christian and the pagan parties. When his successor *Inge Stenkilsson* (d. 1112), in whose reign the archbishopric of Lund was erected (1103), forbade heathen sacrifices, the Svear set up his brother-in-law *Blot-Sven* as a rival king, but Inge and his nephews and successors, *Inge II.* (d. about 1120) and *Philip* (d. about 1130), succeeded in maintaining their independence. These dissensions greatly weakened the resources of the kingdom. Stenkilsson fought successfully against Magnus Barfod of Norway and acquitted himself honourably at Kongshelle (1101), but his successors often allowed the Norwegians to invade their territory with impunity.

On the death of Philip, *Magnus*, a Danish prince, and grandson of Stenkilsson, assumed the title of king in Götaland, but was defeated and slain in 1134 by **Sverker I.**, who had been elected king two years previously. Sverker was next opposed by *Erik Jedvardsson*, who was proclaimed king by the Svear, and on Sverker's death in 1156 this **Erik,** commonly called the 'Ninth' and surnamed the 'Saint', obtained undivided possession of the throne. Eric, a zealous churchman, converted the temple of Upsala into a Christian place of worship, and conquered and Christianised the S.W. part of Finland. In 1160 he was attacked and slain by *Magnus Henriksson*, a Danish prince, who laid claim to the throne, and who in the following year was defeated and slain by *Karl Sverkersson*. The latter in his turn was slain by *Erik Knutsson* in 1167, and the contest between the rival houses of Sverker and Eric lasted down to 1222. Eric died in 1195, his successor *Sverker Karlsson* in 1210, and *Jon Sverkersson*, the son of the latter and the last of his family, in 1222, whereupon **Erik Læspe** ('the lisping'), a son of Eric Knutsson, ascended the throne unopposed. Meanwhile the Svear, or Swedes in the narrower sense, had been converted to Christianity. The church was at first presided over by missionary bishops only, but in the reign of Olaf Eriksson a bishopric was erected at Skara, and under Stenkil another at Sigtuna. Under King Sverker a bishop of Öster-Götland was appointed, with his residence at Linköping, one for the diocese of Upper Sweden at Upsala, and others for Södermanland and Vestermanland at Strongnäs and Vesterås, while several monasteries were also founded. The primacy of Sweden was granted to *Archbishop Eskil* of Lund by Hadrian IV. (Nicholas Breakespeare) about the year 1154, but in 1163 was transferred to *Stephanus*, the newly created Archbishop of Upsala.

Eric Læspe, though respected by his subjects, was a weak prince. Long before his time the **Folkungar,** a wealthy family of Östef-Götland, had gradually attained to great power, and *Birger Brosa* (d. 1202), a member of the family, had obtained the title of Jarl or Duke of the Swedes and Götlanders. From an early period, moreover, intermarriages had taken place between the Folkungar and the royal families of Sweden, Norway, and Denmark. In 1230 an attempt to dethrone Eric was made by *Knut Jonsson*, a distant cousin of Birger, but Knut was defeated and slain in 1234, and his son was executed as a rebel in 1248. The position of the family, however, remained unaffected. **Birger Jarl,** a nephew of Birger Brosa, married Ingeborg, the king's sister, while Eric himself married a member of the Folkungar family (1243). Birger now became the real ruler of Sweden, the territory of which he extended by new conquests in Finland. On the death of Eric, the last scion of the house of St. Eric, without issue in 1250, *Valdemar*, Birger's son, was proclaimed the successor of his uncle. During Birger's regency the country prospered, but on his death in 1266 hostilities broke out between his sons. The weak and incapable Valdemar was dethroned by his brother **Magnus** (1275), whose vigorous administration resembled that of his father, and who maintained friendly relations with the Hanseatic League. He also distinguished himself as a lawgiver and an upholder of order and justice, and earned for himself the surname of *Ladulås* ('barn-lock', *i. e.* vindicator of the rights of the peasantry).

In 1290 Magnus was succeeded by his son *Birger Magnusson*, during whose minority the government was ably conducted by *Marshal Thorgils Knutsson*, but serious quarrels afterwards broke out between Magnus and his brothers, the dukes *Eric* and *Valdemar*. In 1304 the dukes were banished, and in 1306 the faithful marshal was executed by the king's order. Soon afterwards, however, the dukes returned and obtained possession of the king's person. After several vicissitudes, peace was declared and the kingdom divided among the brothers in 1310 and again in 1313. In 1318, however, the dukes were arrested, imprisoned, and cruelly put to death by their brother's order, whereupon Birger himself was dethroned and banished to Denmark (d. 1321). The following year *Magnus*, the infant son of Duke Eric, was elected king at the Mora Stones of Upsala (p. 356), while Magnus, Birger's son, was taken prisoner and executed. The first attempts to unite the Scandinavian kingdoms were made in the reign of Magnus Eriksson.

The **Constitution** of Sweden at first resembled that of Norway. The country was divided into districts, called *Land*, *Folkland*, or *Landskap*, each of which was subdivided into *Hundari* ('hundreds'), called in Götland *Härath*. Each 'Land' had its diet or

Thing, presided over by a *Lagman*, and each hundred had its *Härathsthing*, whose president was called a *Domar* ('pronouncer of dooms') or *Härathshöfthing*. The Landsthing exercised deliberative and judicial functions, and each had its own code of laws. Precedence among these diets was enjoyed by the Svea Thing or that of Upper Sweden, at which, although the monarchy was nominally hereditary, kings were first elected. After his election each new king had to swear to observe the laws, and to proceed on the 'Eriksgata', or a journey to the other diets, in order to procure confirmation of his title. Resolutions of the Svea Thing were even binding on the king himself. As the provincial laws differed, attempts to codify them were made in the 13th and at the beginning of the 14th cent., but with the consolidation of the kingdom these differences were gradually obliterated. The chief difference between Sweden and Norway was the preponderance of the aristocratic element in the former. From an early period, moreover, it had been usual to hold diets composed of the higher officials, the barons, prelates, and large landed proprietors, and to these after the close of the 13th cent. were added the Lagmenn. This aristocratic diet was farther enlarged by Magnus Ladulås (1280), who admitted to it all knights willing to serve him in the field, according to them the same exemption from taxation as that enjoyed by his courtiers and by the clergy. As no one, however, in accordance with a law of 1285, could attend these diets without a summons from the king himself, he retained the real power in his own hands and reserved a right to alter the laws with the advice of the diet. From an early period the Lagman and the Härathshöfthing had been the sole judges in lawsuits, and from the first half of the 14th cent. downwards they were proposed by the people, but appointed by the king. At the same time the king possessed a right of reviewing all judgments in the last instance. No taxes could be exacted or troops levied without the consent of the popular diets, and it therefore became customary as early as the 13th cent. for the kings to employ mercenary troops. — The privileges of the church were well defined, but less extensive than in Norway. The payment of tithes was compulsory, and in 1248 and 1250 the right to elect bishops was vested in the chapters, while all the clergy were prohibited from taking oaths of secular allegiance. At the same period the celibacy of the clergy was declared compulsory. As early as 1200 the clergy was declared amenable to the ecclesiastical jurisdiction only, and in some cases the church-courts could even summon laymen before them. On the other hand the supreme legislative power in church matters still belonged to the state, and parishes enjoyed the right of electing their pastor when no express right of patronage existed. — In the latter half of the 13th cent. the dignity of Jarl or earl was abolished, and the *Drotsæte* ('high steward'),

Marsker ('marshal'), and *Kanceler* ('chancellor') now became the chief officials of the crown. The rest of the aristocracy consisted of the courtiers and royal vassals, the barons and knights *(Riddare)*, the esquires *(Sven af vapen, Væpnare)*, and even simple freemen who were willing to render military service whenever required. Between all these and the peasantry there was a wide social gap.

The history of early Swedish **Literature** is well-nigh an absolute blank. The oldest work handed down to us is a compilation of the laws of West Götland, dating from the beginning of the 12th century. A few meagre historical writings in Latin, a work concerning the 'Styrilse kununga ok höfdinga' (the rule of kings and governors), and several translations of foreign romances also belong to this period.

Transition to the Union.

On the death of Haakon Magnussøn of Norway in 1319 without male issue, he was succeeded by *Magnus Eriksson*, afterwards called **Magnus Smek** ('the luxurious'), the son of his daughter Ingeborg and the Swedish Duke Erik, and at that time a child of three years. On the banishment of King Birger in 1319 Magnus was also elected King of Sweden, so that the two crowns were now united, but it was arranged that each country should retain its own administration. The union, however, was not attended with happy results. At first Sweden was prudently governed by the regent *Mats Ketilmundsson*, and in 1332 the province of Skåne, which had been pledged to the Swedish Marshal von Eberstein by Erik Menved and Christopher II. of Denmark (1318), declared itself in favour of Magnus. The king, however, who soon afterwards assumed the reins of government, and his queen Blanche of Namur, were ruled by unworthy favourites and soon forfeited the respect of their people. A disastrous fire at Throndhjem (1343), great inundations in the Guldal and Orkedal (1345), and above all the plague which swept away about two-thirds of the population (1349-50) aggravated the discontent of the Norwegians, who in 1350 elected *Haakon Magnusson*, the minor son of Magnus, regent of Norway, and in 1355 Haakon entered upon his functions, the province of Vigen and Iceland alone being reserved to his father. In Sweden Magnus consolidated the provincial laws and drew up a new municipal code in 1347, but here too he was overtaken by many troubles. The aristocracy resented his endeavours to restrain their excesses, the people were exasperated by the unsuccessful issue of his Russian campaigns (1348-49, 1350-51), the plague intensified their dissatisfaction in 1350, and lastly the king was excommunicated in 1358 on account of his failure to pay debts due to the pope. Eric, the king's son, took advantage of these troubles and assumed the title of king in 1356, but died in 1359. New disasters, however, soon followed.

In 1360 the Danes regained Skåne and in 1361 they took possession of the islands of Öland and Gotland. In 1363 Haakon married the princess *Margaret*, daughter of King Valdemar of Denmark, then eleven years old, a union which gave great offence to the Swedish nobles, who were farther exasperated by the reconciliation of Haakon with his father. Magnus now banished twenty-four of his most obnoxious opponents, who proceeded to Mecklenburg and offered the crown to *Albert*, second son of the duke and of Euphemia, a daughter of Duke Eric of Sweden.

Albert accordingly came to Sweden in 1363, and in 1365 Magnus and Haakon were defeated at Gåta, near Enköping, where the former was taken prisoner. In 1370-71 a rebellion in favour of Magnus took place in Upper Sweden, and in 1471 Haakon invaded the country with a Norwegian army, but peace was shortly afterwards concluded, and Magnus set at liberty on payment of a heavy ransom and on condition that he would not again lay claim to the Swedish crown. The death of Magnus in 1374 finally extinguished the hopes of those in favour of union. Albert was now compelled to place himself under the guidance of the powerful aristocratic party. In 1375 *Bo Jonsson*, the most powerful noble in Sweden, was appointed *Drost* or regent. Meanwhile the Norwegian nobility under King Haakon had attained to considerable independence, while in the towns the dominant party consisted entirely of Germans, whose proceedings were often most oppressive and tyrannical. Even in Sweden, in accordance with the municipal code of Magnus Smek, one-half of the burgomasters and civic authorities in every town was required to consist of Germans; and it may be here added that Albert chiefly owed his unpopularity to his partiality for German favourites.

In 1375 Valdemar IV. of Denmark died without male issue, and in the following year he was succeeded by *Olaf*, son of his daughter Margaret and Haakon, king of Norway. On the death of Haakon in 1380, *Olaf Haakonssøn*, his only son, acceded to the throne of Norway also, thus uniting the crowns of Denmark and Norway.

Olaf's early death in 1387 dissolved this brief union, but within a few weeks his mother **Margaret** was proclaimed regent of Denmark, pending the election of a new king, while in Norway she was nominated regent in 1388 without any such limitation. At the same time, as it was deemed necessary to elect a successor to the throne from among the different competitors, the Norwegians appointed *Erik of Pomerania*, Margaret's nephew, heir to the crown, but under the condition that he should not ascend the throne during Margaret's lifetime. On the death of Bo Jonsson (1386), who had held two-thirds of Sweden in fief or in pledge, Albert's quarrels with his magnates broke out afresh, whereupon the malcontents proclaimed Margaret regent of Sweden also (1388), agreeing to accept the king whom she should nominate. Margaret

thereupon invaded Sweden and defeated Albert at Falköping (1389), taking him and his son prisoners. The war, however, still continued, and it was at this period that the Vitalien Brotherhood (1392) came into existence, originally deriving their name ('victuallers') from their duty of supplying Stockholm with provisions during the war. The city was at that time occupied by the German adherents of Albert, and these German 'victuallers' were in truth a band of lawless marauders and pirates. Peace was at length declared in 1395, and King Albert set at liberty on condition of his leaving the country. During the same year **Erik** was elected king of Denmark, and in 1396 of Sweden also, so that the three crowns were now united, and the three kingdoms ruled by the same regent. The following year Erik was solemnly crowned at Kalmar by a diet of the three nations. Lastly, in 1398, Margaret gained possession of Stockholm, the last stronghold of the German partisans of Albert. The union of the three kingdoms thus effected by Margaret, who is sometimes called the 'Northern Semiramis', lasted till the beginning of the 16th cent., when it was dissolved by the secession of Sweden, but Norway and Denmark remained united down to the year 1814.

The Union.

Though nominally united and bound to make common cause against all enemies, the three kingdoms jealously maintained their respective forms of government. Margaret ruled over the three countries with wisdom and moderation, though harassed by many difficulties, and on her death in 1412 King Erik assumed the reins of government. Erik, whose queen was Philippa, daughter of Henry IV. of England, was a weak, incompetent, and at the same time a cruel prince. He wasted large sums of money in an attempt to recover Slesvig from the Counts of Holstein, who held it as a Danish fief, and who were supported by the Hanseatic League. Meanwhile Bergen was twice plundered by the Germans (1428 and 1429), who now became masters of that city, and in Sweden the people were most oppressively treated by Erik's German and Danish officials. In 1435, after a disastrous quarrel of twenty-three years, Eric was at length compelled to confirm the privileges of the Hanseatic League and to leave the Counts of Holstein in undisturbed possession of Slesvig. Exasperated by Erik's maladministration, by the debasement of the coinage, and other grievances, the Swedish peasantry, headed by **Engelbrekt Engelbrektsson**, a wealthy proprietor of mines, rebelled in 1433 and compelled Erik and his council to appoint *Karl Knutsson* regent of the kingdom (1436), shortly after which Engelbrekt was assassinated. In Norway also the oppressive sway of foreign officials caused great discontent and gave rise to a rebellion in 1436. Erik in despair retired to the island of Gotland, and in 1438 a number

of Danish and Swedish magnates assembled at Kalmar, where they drew up a new treaty of union, but without affirming that the three kingdoms were thenceforward to be ruled by one monarch. Lastly, in Denmark also a rebellion broke out, chiefly, however, against the nobility and the clergy, and the Danes were therefore compelled to seek for a new king.

In 1439 Denmark and Sweden formally withdrew their allegiance from Erik, and **Christopher of Bavaria** was elected in his stead, being afterwards proclaimed king of Norway also (1442). Erik spent ten years in Gotland where he supported himself by piracy, and ten years more in Pomerania, where he died in 1459.

The separate election and coronation of Christopher in the three countries shows that their union had ceased to exist in more than the name. The new king succeeded, however, in asserting his authority in every part of his dominions, although not without many sacrifices. In his reign Copenhagen was raised to the rank of the capital of Denmark. His plans for the consolidation of his power were cut short by his death in 1448, and the union was again practically dissolved. The Swedes now proclaimed **Karl Knutsson** king, while the Danes elected **Christian** of Oldenburg, a nephew of the Duke of Holstein and Slesvig. In 1449 Christian also succeeded by stratagem in procuring his election in Norway, but Karl Knutsson was proclaimed king and crowned by the peasantry. The following year, however, Karl renounced his second crown, and Christian was thereupon crowned at Throndhjem. Karl having rendered himself obnoxious to the clergy and others of his subjects in Sweden, Christian succeeded in supplanting him here also, and he was crowned king of Sweden in 1457. In 1460 Christian next inherited the duchies of Holstein and Slesvig from his uncle, but he was compelled to sign a charter declaring that he would govern them by their own laws and not as part of Denmark. The government of this vast empire was a task to which Christian proved unequal. Norway was plundered by Russians and Karelians and grievously oppressed by the Hanseatic merchants, who in 1455 slew Olaf Nilsson, governor of Bergen, and the bishop of the town, and burned the monastery of Munkeliv with impunity. In 1468 and 1469 he pledged the Orkney and Shetland Islands to Scotland, and caused great discontent by the introduction into Norway of Danish and German nobles, to whom he granted extensive privileges. Sweden, too, groaned under heavy taxation, and in 1464 recalled Karl Knutsson to the throne. He was soon banished, but in 1467 recalled a third time, and in 1470 he died as king of Sweden. In 1471 **Sten Sture,** *the Elder*, a nephew of Knutsson, and the guardian of his son, was appointed administrator, and the same year Christian was defeated at Stockholm, after which he made no farther attempt to regain his authority in Sweden. He died in 1481 and was succeeded in Denmark

by his son **Hans**, who was not recognised in Norway till 1483. Sten Sture sought to delay his election in Sweden, but as he had rendered himself unpopular by an unsuccessful campaign against the Russians in Finland, Hans took the opportunity of invading Sweden with a large army and succeeded in establishing his authority (1497). The king having been signally defeated at Hemmingstadt in 1500 in the course of his attempt to subdue the Ditmarschers, Sture was recalled, but Hans still retained Norway. Sture died in 1503 and was succeeded by *Svante Nielsson Sture* (d. 1512), whose successor was his son *Sten Sture the Younger* (d. 1520).

King Hans died in 1513, and was succeeded in Denmark and Norway by his son **Christian II.**, whom the Swedes declined to recognise. He was a man of considerable ability and learning, but self-willed, passionate, and cruel. In Norway and Denmark he effected several social reforms, protected the commercial, mining, and fishing interests, and sought to restrict the privileges of the Hanseatic merchants. Notwithstanding his strength of will, Christian was ruled by *Sigbritt*, a Dutchwoman, the mother of his mistress *Düweke* (d. 1517), even after the death of the latter, and the hatred of the aristocracy for this woman, who treated them with studied contempt, proved disastrous to Christian. In Sweden the family of *Trolle* had long been hostile to the *Sture* family, and when *Gustaf Trolle* was created archbishop of Upsala in 1515 he invited the Danes to aid him in deposing the administrator. Christian sent troops to the aid of the prelate, who was besieged in his castle of Stäket (p. 356), but the castle was taken and Trolle deprived of his dignities and confined in a monastery. In 1518 Christian himself undertook a campaign against Sweden without success, and perfidiously imprisoned *Gustaf Eriksson Vasa* and other Swedish hostages who had been sent to him. A third campaign in 1519 was more successful, and Sten Sture was defeated and mortally wounded at Bogesund in West Götland. The same year Christian gained possession of Stockholm, but his atrocious cruelty and injustice proved his ruin. After his coronation by Trolle he permitted that prelate and two others to prosecute their enemies before an arbitrarily formed ecclesiastical tribunal. They were found guilty of heresy, and on 8th Nov., 1520, executed along with several other persons. The 82 victims included two bishops, 13 royal counsellors and knights, and *Erik Johansson*, the father of Vasa. On the following day many similar executions of so-called rebels and heretics took place in other parts of Sweden, though on a smaller scale than the 'Blood-bath of Stockholm'.

The exasperation of the Swedes was aggravated by the imposition of a new tax and an attempt to disarm the peasantry, and the discontented populace soon found an able leader. This was the famous **Gustaf Vasa** (probably so surnamed from *vase*, 'a beam',

which the fascine in his armorial bearings resembled), who had been unjustly imprisoned by Christian, but escaped to Lübeck in 1519. In May, 1520, he returned to Sweden, and on hearing of the death of his father at the Stockholm Blood-bath he betook himself to Dalecarlia, where on former occasions Engelbrekt and the Stures had been supported by the peasantry. The rising began in 1521 and soon extended over the whole of Sweden. In August of that year Gustavus was appointed administrator at Vadstena, and in June 1523 he was proclaimed king at Strengnäs.

Sweden thus finally withdrew from the union, and Christian soon afterwards lost his two other kingdoms. His favour to the Reformation aroused the enmity of the church, and at the same time he attacked the privileges of the nobility. From the tenor of several provincial and municipal laws framed by the king in 1521-22 it is obvious that he proposed to counteract the influence of the clergy and aristocracy by improving the condition of the lower classes. Among several excellent provisions were the abolition of compulsory celibacy in the church and a prohibition against the sale of serfs. A war with the Lübeckers, who even threatened Copenhagen (1522), next added to Christian's difficulties, soon after which the Danes elected his uncle Frederick, Duke of Slesvig-Holstein, as his successor and renounced their allegiance to Christian. At length, after fruitless negociations, Christian quitted Copenhagen in 1523 and sought an asylum in Holland. Nine years later, after an unsuccessful attempt to regain his throne, he was thrown into prison, where he languished for 27 years.

The condition of the **Constitution** during the union was far from satisfactory. The union existed in little more than the name. Each nation continued to be governed by its own laws, neither the troops nor the revenue of one could be employed for the purposes of either of the others, and no one could be summoned before any tribunal out of his own country. The supreme authority, next to that of the king, was vested in his council, which consisted of the prelates, a number of the superior clergy, and a fluctuating number of nobles nominated by the king, but not removable at his pleasure. In matters of importance the king could only act with the consent of his counsellors, and they were even entitled to use violence in opposing unauthorised measures. Nominally the church continued to enjoy all its early privileges, and the concessions made at Tønsberg in 1277 were expressly confirmed by Christian I. in 1458, but invasions of its rights were not unfrequent, and with its increasing solicitude for temporal power its hold over the people decreased. The church was most powerful in Norway and least so in Sweden, while with the influence of the nobility the reverse was the case. In Sweden the estates of the nobility enjoyed immunity from taxation, but Christian I. and his successors were obliged to relax this privilege.

The nobles also enjoyed jurisdiction over their peasantry, levying fines and imposing punishments at discretion (1483). The Norwegian nobles were less favoured; they had no power of levying fines from their tenantry, and their manor houses *(Sædegaarde)* alone were exempt from taxation. The position of the townspeople and the peasantry in Sweden gradually improved, and in 1471 Sten Sture ordained that the municipal authorities should thenceforward consist of natives of the country instead of Germans. In Norway, notwithstanding the opposition of several of the kings, the Hanse merchants still held oppressive sway in the chief towns; but the peasantry were never, as in Denmark, subjected to serfdom and compulsory services. They were generally owners of the soil they cultivated, while those who were merely tenants enjoyed entire liberty and were not *ascripti glebae* as in many other countries. In Sweden the compulsory services exigible from the peasantry by the lord of the soil were limited in the 15th cent. to 8-12 days, and those exigible by the king to 8 days. While this class enjoyed less independence than in Norway, it attained political importance and even admission to the supreme council at an earlier period, owing to the influence of Engelbrekt, the Stures, and other popular chiefs.

During the union **Literature** made considerable progress in Sweden, while in Norway it languished and became well-nigh extinct. In both countries the education of the clergy continued to be carried on in the monasteries and cathedral schools, but towards the close of this period universities were founded at *Upsala* (1477) and *Copenhagen* (1479), and gave rise to the publication of various learned treatises in Latin. Among the religious works of this period may be mentioned the revelations of *St. Birgitta* (d. 1373) and the 'Cronica Regni Gothorum' of *Ericus Olai* (d. 1486), both showing a tendency towards the principles of the Reformation. Whilst about the beginning of the 14th cent. the native literature of Norway became extinct, that of Sweden began to increase, consisting chiefly of religious writings, rhyming chronicles, ballads, and compilations of laws. In Sweden, moreover, the national language, though not without difficulty, held its own against the Danish, while in Norway the 'Old Norsk' was gradually displaced by the tongue of the dominant race, and continued to be spoken in several impure and uncultured dialects by the peasantry alone.

Sweden after the Dissolution of the Kalmar Union.

The necessity of making common cause against Christian II., the deposed monarch of the three kingdoms, led to an alliance between *Gustavus Vasa* and Frederick I. of Denmark. Christian attempted an invasion of Norway in 1531-32, but was taken prisoner, and after Frederick's death (1533) the Lübeckers made an ineffectual attempt to restore the deposed king (1534-36). At

home Gustavus also succeeded in consolidating his power. The nobility had been much weakened by the cruel proceedings of Christian, while the Reformation deprived the church both of its power and its temporal possessions, most of which fell to the crown. By the diet of Vesterås (1527) and the synod of Örebro (1529) great changes in the tenure of church property and in ecclesiastical dogmas and ritual were introduced, and in 1531 Laurentius Petri became the first Protestant archbishop of Upsala. Lastly, at another diet held at Vesterås (1544), the Roman Catholic Church was declared abolished. At the same diet the succession to the throne was declared hereditary. Gustavus effected many other wise reforms, but had to contend against several insurrections of the peasantry, caused partly by his ecclesiastical innovations, and partly by the heaviness of the taxation imposed for the support of his army and fleet. Shortly before his death (in 1560), he unwisely bestowed dukedoms on his younger sons, a step which laid the foundation for future troubles.

His eldest son **Erik XIV.** (the number being in accordance with the computation of Johannes Magnus, but without the slightest historical foundation) soon quarrelled with his younger brother *John*, Duke of Finland, whom he kept imprisoned for four years. He was ruled by an unworthy favourite, named *Göran Persson*, and committed many acts of violence and cruelty. He persuaded his brother Duke Magnus to sign John's death-warrant, whereupon Magnus became insane. After the failure of several matrimonial schemes, of one of which Queen Elizabeth of England was the object, and after several outbursts of insanity, Eric married his mistress Katharine Månsdatter (1567). The following year he was deposed by his brother, who ascended the throne as **John III.**, and after a cruel captivity of nine years was poisoned by his order in 1577 (see p. 363). John ingratiated himself with the nobility by rich grants of hereditary fiefs, and he concluded the peace at Stettin which terminated a seven years' war in the north (1563-70) and definitively severed Sweden from Denmark and Norway. Less successful was his war against Russia for the purpose of securing to Sweden the province of Esthland, but the province was afterwards secured to his successor by the Peace of Tensina (1595). John was married to a Polish princess and betrayed a leaning towards the Romish church which much displeased his subjects. After his death (1592) the religious difficulty became more serious, as his son and successor **Sigismund** had been brought up as a Roman Catholic in Poland, where he had been proclaimed king in 1587. *Duke Charles* of Södermanland, the youngest son of Gustavus Vasa, thereupon assumed the regency on behalf of the absent Sigismund, caused the Augsburg Confession to be proclaimed anew by a synod at Upsala (1593), and abolished Romish practices introduced by John. After confirming these proceedings,

Sigismund was crowned in 1594; but on his failure to keep his promises, his uncle was recalled to the regency (1595), and when Sigismund invaded Sweden in 1598 he was defeated by Charles and compelled to enter into a compromise at Linköping. Again breaking faith, he was formally deposed (1599), while Charles was appointed regent for life. After having prosecuted Sigismund's adherents with great harshness, and succeeded in preventing the recognition of Ladislaus, Sigismund's son, **Charles IX.**, assumed the title of king in 1604. His administration was beneficial to the country, and he was a zealous promoter of commerce, mining, and agriculture, but his wars with Russia and Denmark, which were unfinished at his death (1611), caused much misery.

His son and successor was *Gustavus II.*, better known as **Gustavus Adolphus**, the most able and famous of the Swedish kings. Though seventeen years of age only, he was at once declared major by the Estates. In 1613 he terminated the 'Kalmar War' with Denmark by the Peace of Knäröd, and in 1617 that with Russia by the Peace of Stolbova, which secured Kexholm, Karelen, and Ingermanland to Sweden. By the Treaty of Altmark in 1629 he obtained from Poland the cession of Livonia and four Prussian seaports for six years. At the same time he bestowed much attention on his home affairs. With the aid of his chancellor and friend *Axel Oxenstjerna* he passed codes of judicial procedure and founded a supreme court at Stockholm (1614-15), and afterwards erected appeal courts at Åbo, Dorpat, and Jönköping. In 1617 he reorganised the national assembly, dividing it into the four estates of Nobles, Clergy, Burghers, and Peasants, and giving it the sole power of passing laws and levying taxes. He founded several new towns, favoured the mining and commercial industries, extended the university of Upsala, and established another at Dorpat. At the same time he strengthened his army and navy, which he soon had occasion to use. In 1630 he went to Germany to support the Protestant cause in the Thirty Years' War, and after several brilliant victories and a glorious career, which raised Sweden to the proudest position she has ever occupied in history, he fell on 6th Nov., 1632, at the Battle of Lützen. The war was continued under his daughter and successor **Christina**, under the able regency of *Oxenstjerna*. In 1635, by another treaty with Poland, Livonia was secured to Sweden for 26 years more. War broke out with Denmark in 1643, but was terminated by the Peace of Brömsebro in 1645. At length, in 1648, the Thirty Years' War was ended by the Peace of Westphalia. These treaties secured to Sweden Jemtland and Herjedalen, the island of Gotland, the principalities of Bremen and Verden, part of Pomerania with Stettin and the islands of Rügen, Usedom, and Wollin, and the town of Wismar, besides a considerable war indemnity and other advantages. During the regency it was arranged that the royal council or cabinet

should consist of representatives of the supreme court of appeal, the council of war, the admiralty, the ministry of the interior, and the exchequer, presided over by the chief ministers of each department. The country was divided into 23 *Läne* and 14 *Lagsagor*, governed by *Landshöfdinge* and *Lagmän* respectively, which officials were to be appointed from the nobility. For these and many other reforms and useful institutions the country was indebted to the energy and enlightenment of Oxenstjerna. On the other hand, in order to fill the empty coffers of the state, it was found necessary to sell many of the crown domains, and to levy new taxes, and the evil was aggravated by the lavish extravagance of Christina and her favourites. Refusing to marry, and being unable to redress the grievances of her justly disaffected subjects, the queen in 1649 procured the election of *Charles Gustavus* or **Charles X.**, son of the Count Palatine John Casimir of Zweibrücken and a sister of Gustavus Adolphus, as her successor. By her desire he was crowned in 1654, whereupon she abdicated, quitted Sweden, and embraced the Romish faith. She terminated her eccentric career at Rome in 1689. Her successor endeavoured to practise economy, and in 1655 obtained the sanction of the Estates to revoke her alienations of crown property. War, however, interfered with his plans. John Casimir, king of Poland, son of Sigismund, now claimed the throne of Sweden, and compelled Charles to declare war against him (1655). After a time Russia, Austria, and Denmark espoused the cause of Poland, but Charles succeeded in gaining possession of Jütland and the Danish islands, and the Peace of Roeskilde (1658) secured to him Skåne, Halland, and Blekinge, but obliged him to cede the districts of Bohus and Throndhjem to Norway. On a renewal of the war with Denmark, the Danes were aided by the Dutch, the Brandenburgers, the Poles, and the Austrians, who compelled Charles to raise the siege of Copenhagen, and on his sudden death in 1662 the Peace of Copenhagen was concluded, whereby the island of Bornholm was lost to Sweden.

Charles X. was succeeded by his son **Charles XI.**, a boy of four years, whose guardians endeavoured to make peace with foreign enemies. By the Peace of Oliva with Poland, Brandenburg, and Austria in 1660 the king of Poland finally ceded Livonia to Sweden and renounced his claim to the throne of Sweden, and by the Peace of Kardis with Russia in 1661 the Swedish conquests in Esthonia and Livonia were restored to Sweden; but little was done to remedy the internal disorders of the country. One of the few events worthy of record at this period was the foundation of the university of Lund in 1668. Meanwhile the excesses and arrogance of the nobility, the squandering of the crown revenues, and the imposition of heavy taxes threatened to ruin the country, and the regency even accepted subsidies from

foreign countries and hired out troops to serve abroad. At the age of seventeen Charles assumed the reins of government (1672). In 1674 he was called upon as the ally of France to take part in the war against Holland, Spain, and Germany, but the Swedish army was signally defeated at Fehrbellin by the Elector of Brandenburg. Hereupon the Danes declared war against Sweden, causing new disasters, but by the intervention of the French peace was again declared at Lund in 1679. The distress occasioned by these defeats and popular indignation against the nobility, who were now in possession of five-sevenths of the land in Sweden, and who did their utmost to reduce the peasantry to the condition of mere serfs, eventually served greatly to strengthen the king's position. At the diet of Stockholm in 1680, after stormy debates, it was determined to call the regency to account for their gross mismanagement of affairs, and the king was empowered to revoke the alienations made during his minority. The king was told that he was not bound to consult his cabinet, but to obey the laws, and that he was responsible to God alone. Another diet (1682) entrusted the king with the sole legislative power, merely expressing a hope that he would graciously consult the Estates. Charles was thus declared an absolute monarch, the sole right reserved to the diet being that of levying taxes. The king thereupon exacted large payments from his former guardians and exercised his right of revocation so rigidly that he obtained possession of about one-third of the landed estates in Sweden. The money thus acquired he employed in paying the debts of the crown, in re-organising his army and fleet, and for other useful purposes, while he proceeded to amend the law and to remedy ecclesiastical abuses. On his death in 1697 he left his kingdom in a strong and prosperous condition, and highly respected among nations.

Under **Charles XII.**, the son and successor of Charles XI., this absolutism was fraught with disastrous consequences. Able, carefully educated, energetic, and conscientious, but self-willed and eccentric, Charles was called to the throne at the age of fifteen and at once declared major. In 1699 Denmark, Russia, and Poland concluded an alliance against Sweden, which led to the great northern war. Aided by England, Holland, and the Duke of Gottorp and Hanover, Charles speedily compelled the Danes to conclude the Peace of Travendal (1700), defeated the Russians at Narva, took Curland from the Poles (1701), and forced Elector Augustus of Saxony to make peace at Altranstädt, whereby the elector was obliged to renounce the Polish crown. Meanwhile Peter the Great of Russia had gained possession of Kexholm, Ingermanland, and Esthonia. Instead of attempting to regain these provinces, Charles, tempted by a promise of help from Mazeppa, a Cossack chief, determined to attack the enemy in another quarter and marched into the Ukraine, but was signally

defeated by the Russians at Pultava (1709), and lost nearly the whole of his army. He escaped into Turkey, where he was hospitably received by the Sultan Achmed III. and supplied with money. Here he resided at Bender, and induced the Sultan to make war against Russia; but when the grand vizier had defeated the Czar he was bribed by Katherine, the courageous wife of Peter, to allow him to escape. This exasperated Charles and led to a quarrel with the Sultan, who placed him in confinement. Meanwhile Denmark and Saxony again declared war against Sweden. Skåne was successfully defended against the Danes, but Elector Augustus reconquered Poland, and the Czar took possession of Finland. The resources of Sweden were now exhausted, and the higher nobility began to plot against the king. At length Charles effected his escape and returned to Sweden (1715), to find that England, Hanover, and Prussia had also declared war against him owing to differences regarding Stettin and the principalities of Bremen and Verden. Having succeeded with the utmost difficulty in raising money, Charles now invaded Norway with an army of raw recruits and laid siege to Fredrikshald, where he fell at the early age of thirty-six (1718), just at the time when his favourite minister Görtz was about to conclude a favourable peace with Russia. Brave, chivalrous, and at the same time simple in his manners and irreproachable in conduct, the memory of Charles is still fondly cherished by the Swedes. The short reign of absolutism *(Envåldstiden)* was now at an end, and we reach a period of greater independence (*Frihetstiden;* 1719-92).

Charles XII. was succeeded by his sister Ulrika Eleonora, who with the consent of the Estates resigned in favour of her husband **Frederick I.**, crown-prince of Hessen-Cassel. At the same time (1720) a new constitution was framed by the Estates. The supreme power was vested in the Estates, a secret committee consisting of members of the three upper chambers, and a council or cabinet of nine members of the committee, three from each estate, to be nominated by the king himself. The king's authority was limited to two votes at the diet and a casting vote in case of an equally divided assembly, and the cabinet was declared responsible to the diet. In 1719 peace was concluded with England, upon the abandonment of Bremen and Verden, and in 1720 with Prussia, to which Stettin and part of Pomerania were ceded; then with Poland and Denmark; and in 1721 with Russia, to which Livonia, Esthonia, Ingermanland, and the districts of Kexholm and Viborg in Finland had to be made over. The kingdom now enjoyed an interval of repose, a new code of laws was drawn up (1734), and efforts were made to revive commerce. The peace party was derisively called 'Nightcaps' *(nattmössor)*, or simply 'Caps', while a warlike party which now arose was known as 'Hats' *(hattar)*. In accordance with the counsels of the latter, war was proclaimed

with Russia, which soon led to the loss of Finland (1741). On the death of the queen without issue, Adolphus Frederick of Holstein-Gottorp, a relation of the crown-prince of Russia, was elected as Frederick's successor, on condition (Peace of Åbo; 1743) that the greater part of Finland should be restored. The remainder of Frederick's reign was tranquil, and he died in 1751.

The prerogatives of his successor, **Adolphus Frederick,** were farther limited by the Estates. An attempt on the part of the king to emancipate himself led to a confirmation of the existing constitution, and to a resolution that a stamp bearing the king's name should be impressed without his consent on documents approved by the Estates (1756). The court vainly attempted to rebel, and the king was bluntly reminded that the Estates had power to depose him. In 1757 the 'Hats' recklessly plunged into the Seven Years' War, and after an ignoble campaign peace was concluded at Hamburg in 1762. The 'Caps' were next in the ascendant, but the party disputes of this period were not conducive to national progress.

In 1771 Adolphus was succeeded by his son **Gustavus III.,** who by means of a preconcerted military revolution or *coup-d'état* (1772) succeeded in regaining several of the most valuable prerogatives of the crown, including the sole executive power, whereby the government was converted from a mere republic into a limited monarchy. The king used his victory with moderation, abolished torture, introduced liberty of the press, promoted commerce, science, and art, and strengthened the army. On the other hand he was extravagant and injudicious, and in 1788 committed the error of declaring war against Russia without the consent of the Estates. His officers refused to obey him, and his difficulties were aggravated by a declaration of war and invasion of Sweden by the Danes. Gustavus now succeeded, with the aid of the middle and lower classes, in effecting a farther change in the constitution (1798), which gave him the sole prerogative of making war and concluding peace, while the right of acquiring privileged landed estates *(frälsegods)* was bestowed on the peasantry. An armistice was concluded with Denmark, and the not unsuccessful hostilities with Russia led to the Peace of Värälä (1790), which precluded Russia from future interference with Swedish affairs. Shortly afterwards, on the outbreak of the French Revolution, the king proposed to intervene, together with Russia and Austria, in favour of Louis XVI. and proceeded to levy new taxes, whereupon the disaffected nobles entered into a new conspiracy against him, and in 1792 this chivalrous and enlightened, though sometimes ill-advised monarch, fell by the dagger of Captain Anckarström.

His son *Gustavus Adolphus* succeeded him as **Gustavus IV.,** under the regency of his uncle *Duke Charles of Södermanland*,

who avoided all participation in the wars of the Revolution. In 1800 Gustavus, in accordance with a scheme of his father, and in conjunction with Russia and Denmark, took up a position of armed neutrality, but Denmark having been coerced by England to abandon this position, and Russia having dissolved the alliance, Sweden was also obliged to yield to the demands of England. The king's futile dreams of the restoration of absolutism and his ill-judged and disastrous participation in the Napoleonic wars led to the loss of Wismar, Pomerania, and Finland, and to his defeat in Norway (1803-8). The country being now on the brink of ruin, the Estates caused Gustavus to be arrested, and formally deposed him and his heirs (1809). He died in poverty at St. Gallen in 1837. His uncle was now elected king as **Charles XIII.**, and a new constitution framed, mainly on the basis of that of 1772. Peace was now concluded at Frederikshamn with Russia (1809), to which the whole of Finland and the Åland Islands were ceded, with Denmark, and with France (1810), whereby Sweden recovered part of Pomerania. The king being old and childless, Prince Christian Augustus of Augustenburg, stadtholder of Norway, was elected crown-prince, but on his sudden death in 1810 the Estates elected *Marshal Bernadotte*, one of Napoleon's generals, who was adopted by Charles, assumed the name of *Charles John*, and embraced the Protestant faith. The crown-prince's influence was directed to military organisation. The lukewarmness of Sweden in maintaining the continental blockade led to a rupture with France, and during the war with Napoleon the Swedes concluded a treaty with the Russians at Åbo on the footing that the crown of Norway should be secured to Sweden (1812). England and Prussia having given the same assurance, Charles John marched with a Swedish contingent into Germany and assumed the command of the combined northern army which took part in the decisive struggle against Napoleon (1813). The crown prince's participation in the war was a somewhat reluctant one, but by the Peace of Kiel (1814) he succeeded in compelling Denmark to cede Norway to Sweden, while Denmark obtained possession of Swedish Pomerania and retained Iceland, Greenland, and the Faroes.

The frequent changes which took place during this period in the *Constitution* of Sweden have already been mentioned.

The **Intellectual Progress** of the country was greatly furthered by the Reformation. *Peder Månsson* (d. 1534), bishop of Vesterås, wrote works on the army, the navy, medicine, and other subjects in the mediæval style, while *Laurentius Petri* (d. 1573), *Laurentius Andreä* (d. 1552), and others translated the Bible into Swedish and wrote Protestant theological works in their native tongue. L. Petri and his brother *Olaus* (d. 1552) also wrote Swedish chronicles; *Archbishop Johannes Magni* was the author of a history of the kings in Latin, with a large admixture of the fabulous ele-

ment; and his brother *Olaus* wrote the often quoted 'Historia de Gentibus Septentrionalibus'. An equally indiscriminate writer of history, and an author of dramatic and other works, was *Johan Messenius* (d. 1637). Even Gustavus Vasa had been anxious to preserve the purity of his native language, but it was not till the 17th cent. that scholars interested themselves in it. Queen Christina, a talented and learned princess, was a great patroness of literature. She invited foreign savants to her court (*Descartes*, *Grotius*, and others), as well as native authors, including *Johan Bureus* (d. 1652) and the versatile and distinguished *Göran Lilje* (ennobled as *George Stjernhjelm*; d. 1672). At this period, too (1658), *Jón Rugman* first called attention to the treasures of Icelandic literature, and antiquarian and historical research now came into vogue. *Stjernhöök*, the jurist (d. 1675), and *Widekindi* (d. 1678), *Verelius* (d. 1682), *Verving* (d. 1697), *Rudbeck* (d. 1702), and *Peringskiöld* (d. 1720), the historians, were meritorious writers of this school. Hitherto German influence had preponderated in Sweden, but about the middle of the 18th cent. a preference began to be shown for the French style. To this school belong *Olof von Dalin* (d. 1763), the poet and historian, and *Count Tessin* (d. 1770), a meritorious art-collector, and among the scholars of the same period were *Lagerbring*, the historian (d. 1787), *Johan Ihre*, the philologist (d. 1780), and above all *Karl von Linné* (d. 1778), the famous botanist. The 'Vitterhets Akademi' or 'academy of belles lettres' founded in 1753 was extended by Gustavus III. so as to embrace history and antiquities, and he also founded the Swedish Academy. To the academic school belonged *Kellgren* (d. 1795) and *Leopold* (d. 1829), but a far more popular poet, and one who repudiated all the traditions of French taste, was *Bellman* (d. 1795), the singer of sweet and simple ballads, whose 'Fredmans Epistlar' was deemed worthy of a prize even by the Academy, and whose memory is still fondly cherished.

The Continued Union of Norway with Denmark.

When Sweden withdrew from the Kalmar Union (1523) Norway at first remained faithful to *Christian II.*, but Vincentius Lunge procured the election of *Frederick I.* (1524). This king's Protestant tendencies induced the Norwegians to re-elect Christian II. in 1531, when the deposed king appeared in Norway with an army, but he was treacherously arrested the following year and ended his life in captivity (see p. lxi). Frederick thus regained Norway and continued to prosecute the objects of the Reformation till his death (1533). The nobility and the Protestant party in Denmark elected his eldest son **Christian III.** as his successor, and the southern half of Norway under Lunge acquiesced. A rebellion of the northern provinces, which cost Lunge his life, was quelled, and the archbishop who had headed

it was obliged to quit the country. In 1536 Christian III. had promised the Danes to convert Norway into a Danish province, and he now abolished the council of state and otherwise partially kept his word. The doctrines of the Reformation permeated the country very slowly, but the dissolution of the monasteries and confiscation of church property were prosecuted with great zeal. The Norwegian towns now began to prosper and the trade of the country to improve, while the tyranny of the Hanse merchants at Bergen was checked by Christopher Valkendorff (1536). In 1559 Christian was succeeded by his son **Frederick II.**, in whose reign occurred the calamitous seven years' war with Sweden (1563-70), which sowed the seeds of national hatred between the countries, and caused the destruction of Oslo, Sarpsborg, and Hamar, the devastation of several agricultural districts, and the military occupation of others. At the same time the country was terribly oppressed by Frederick's officials, and he himself visited it once only. The sole benefit conferred by him on Norway was the foundation of Fredrikstad near the ruined town of Sarpsborg.

His son **Christian IV.** (1588-1648), on the other hand, visited Norway very frequently and was indefatigable in his reforms. He refused to grant fiefs in future to nobles who were not natives of Norway (1596), and he promulgated a Norwegian code (1604), which was a revised edition of the laws of 1274 translated into Danish. He also published an ecclesiastical code (1607), and took energetic measures to exclude Jesuits from the country. At the same time the army was improved, trade was favoured, the silver-mines at Kongsberg (1624) and the copper-mines of Røros (1645) were established, the towns of Christiania (1624) and Christiansand (1641) founded anew, and the Hanse factory at Bergen strictly controlled. All these benefits were outweighed by the disasters of the Kalmar War with Sweden (1611-13), during which the peasantry gained their famous victory over the Scottish auxiliaries under Col. Ramsay at Kringelen (p. 123), and particularly those of the Thirty Years' War in which Christian participated (1625-1629). A second war with Sweden (1643-45) terminated with the severance of Jemtland and Herjedalen from Norway.

New disasters befell Norway in the reign of his son **Frederick II.** (1648-70). The result of the participation of Denmark and Norway in the Swedish-Polish war was that Norway finally lost Båhus-Län, Idre, and Särna. During this war Halden earned for itself the new name of Fredrikshald by the bravery of its defenders. These misfortunes, however, led to a rupture with the existing system of government. On ascending the throne Frederick had signed a pledge which placed him in the power of the nobility, but during the wars the incompetency of the council of state, and the energy of the king and citizens in defending Copenhagen, had greatly raised him in the public estimation. At a diet

held at Copenhagen in 1660 the indignation of the clergy and burghers against the nobility burst forth, and they demanded the abolition of its oppressive privileges. It was next dicovered that the pledge given by the king was subversive of all liberty and progress, the king and the lower Estates proceeded to declare the succession to the throne hereditary, and Frederick was empowered to revise the constitution. The result was that he declared the king alone to be invested with sovereign and absolute power, and to this document he succeeded privately in procuring the signatures of most of the members of the diet. This declaration became law in 1661, but was not actually promulgated till 1709. These great changes were on the whole beneficial to Norway. The country was at least now placed on an equality with Denmark, and the strict bureaucratic administration was preferable to the old evils of local tyranny and individual caprice. The supreme authority now consisted of the heads of the five government departments, presided over by the king, and the feudal lords with their local jurisdictions were replaced by crown officials.

Frederick's son **Christian V.** (1670-99) was not unsuccessful in the Skåne war against Sweden (1675-79), but his chief merit as regards Norway was the promulgation of a code (1687), based on the Danish code of 1683, and of a church ritual for both countries. The erection of the new counties or earldoms of Laurvig and Tønsberg, afterwards called Jarlsberg, and of the barony of Rosendal were unproductive of benefit to Norway. The unjust treatment of his minister *Griffenfeld*, who for a trivial offence suffered a cruel imprisonment for 22 years, forms a blot on this king's memory.

Christian V. was succeeded by his son **Frederick IV.** (1699-1730), in whose reign was waged the great northern war in which the Norwegian naval hero *Peter Vessel* (ennobled under the name of *Tordenskjold*) took a prominent part. The sole gain to Denmark by the Peace of Fredriksborg (1720) was the renunciation by Sweden of its immunity from Sound dues. The King husbanded his finances, but often procured money by discreditable means. He hired out mercenary troops, sold most of the crown-property in Norway, and granted a monopoly of the trade of Finmarken. These abuses, maladministration, and an attempt to alter the land laws so embittered the Norwegians that a union with Russia was actually proposed. In this reign a mission to Lapland was organised (1714), Th. v. Vesten being one of its chief promoters, and Hans Egede went as a missionary to Greenland (1721).

Under Frederick's son **Christian VI.** (1730-46) Norway was injuriously infected with German Puritanism, which enjoined the utmost rigidity of church observances and abstention from all worldly amusements. Among the expedients used for reviving trade in Denmark was an oppressive enactment that S. Norway

should draw its sole corn supplies from that country. The fleet, however, was strengthened, an efficient militia organised, and education promoted. A long peace favoured the growth of commerce and navigation, and the 'Black Company' formed in 1739 furthered manufacturing industry.

In the reign of **Frederick V.** (1746-66) the grievous sway of Puritanism came to an end, and art and science were zealously cultivated. A mining school was founded at Kongsberg, and a mathematical school at Christiania, and at Throndhjem a useful scientific society was established by *Gunnerus*, *Schøning*, and *Suhm*, a learned Dane (1760-67). The frontier between Norway and Sweden was measured and defined (1759), facilities were afforded to commerce, and skilled miners introduced from Germany. Complications with Russia connected with the affairs of Slesvig caused severe financial losses to Denmark and Norway, and the increased taxation provoked a revolt at Bergen, which, however, was soon quelled (1763). Notwithstanding these drawbacks, Norway prospered under the absolute monarchy, while Denmark languished. The king in Denmark, being separated from the lower classes by a wealthy and influential aristocracy, was unable effectually to redress their grievances, and they still groaned under the evils of serfdom and compulsory service. With the exception of Copenhagen, the towns were almost equally oppressed, and in 1769 the whole population of Denmark did not exceed 800,000 souls. In Norway, on the other hand, the peasantry enjoyed freedom, the towns had thrown off the oppressive Hanseatic yoke, and feudal jurisdictions were abolished, while complaints against officials were addressed to the king in person. A class of native officials had also sprung up, affording an additional element of security. While the population had numbered 450,000 only in 1664, it rose to 723,000 in 1769. Within the same period the number of Norwegian ships had increased from 50 to 1150. The peasantry had benefited greatly by the sale of the crown estates, and the trade of Norway now far surpassed that of Denmark. At the same time frequent intercourse with England and other foreign countries served to expand the Norwegian mind and to prepare the way for a period of still greater enlightenment and prosperity.

During the long reign of the imbecile **Christian VII.** (1766-1808) his authority was wielded by his ministers. *Struensee*, his German physician, was the first of these. His measures were those of an enlightened absolutism. He simplified judicial procedure, abolished torture, excluded the lackeys of noblemen from public offices, deprived the aristocracy of their privileges, bestowed liberty on the press, and husbanded the finances. The peremptory manner in which these and other reforms were introduced gave great offence, particularly as Struensee took no pains to conceal

his contempt for the Danes. Christian's stepmother accordingly organised a conspiracy against him, and he was executed in 1772. His successor was *Ove Guldberg*, a Dane, who passed a law that Danes, Norwegians, and Holsteiners alone should be eligible for the government service, and rescinded Struensee's reforms (1776). In 1780 an attitude of armed neutrality introduced by the able *Count Bernstorff* gave a great impulse to the shipping trade, but the finances of the country were ruined. In 1784 the *Crown-prince Frederick* assumed the conduct of affairs with Bernstorff as his minister, whereupon a more liberal, and for Norway in particular a more favourable era began. The corn-trade of S. Norway was relieved from its fetters, the trade of Finmarken was set free, and the towns of Tromsø, Hammerfest, and Vardø were founded. On a renewal of the armed neutrality (1800-1), England refused to recognise it, attacked Copenhagen, and compelled the Danes to abandon it. Six years later Napoleon's scheme of using Denmark's fleet against England led to a second attack on Copenhagen and its bombardment by the English fleet, which resulted in the surrender of the whole Danish and Norwegian fleet to England (1807). Denmark, allied with France, then declared war both against England and Sweden (1808), and almost at the same period Christian died.

On the accession of **Frederick VI.** (1808-36) the affairs of the kingdom were in a desperate condition. The English did not attack the country, but contented themselves with capturing as many Danish and Norwegian vessels as possible and ruining the trade of the country by blockading all its seaports. Owing to an over-issue of paper money the government was soon unable to meet its liabilities and declared itself bankrupt (1813). Meanwhile Norway was governed by a separate commission, presided over by *Prince Christian Augustus of Augustenburg* (1807), and was so well defended that it lost nothing by the peace of Jönköping (1809). The independence of the peasantry, the wealth of the burghers, and the success of their country in the war against Sweden naturally created in the minds of the Norwegians a proud sense of superiority over the unhappy Danes, while the liberality of their views widened the breach with a country still groaning under absolutism. A 'Society for the Welfare of Norway' was founded in 1810, and a Union with Sweden was warmly advocated, particularly by the talented Count Herman Wedel-Jarlsberg. The Danish government made some vain attempts to conciliate the Norwegians, as for example by the foundation of a university at Christiania (1811), which had been proposed so far back as 1661, but the Norwegians themselves provided the necessary funds. In concluding a treaty with the Russians in 1812, Sweden obtained their consent to its future annexation of Norway, and at the Peace of Kiel in 1814 the Danes were compelled to make the cession.

Frederick thereupon released the Norwegians from their allegiance to him, and the union of Norway with Denmark, which had subsisted for more than four centuries, was thus dissolved.

The **Literature** of Norway from the Reformation to the end of the union is inseparable from that of Denmark. As translators of old northern laws and sagas may be mentioned *L. Hanssøn* (d. 1596) and *P. C. Friis* (d. 1614), of whom the latter also wrote interesting works on Norwegian topography and natural history in his native dialect. *A. Pedersøn* (d. 1574), of Bergen, was the author of a description of Norway and of the 'Chapter-book of Bergen'. The historian and topographer *J. Ramus* (d. 1718) and the poet *Peter Dass* (d. 1708), the still popular author of 'Nordlands Trompet', were also natives of Norway, while *T. Torfæus* (d. 1719), a famous historian of Norway, was an Icelander. By far the most important author of this period was *Ludvig Holberg* of Bergen (d. 1754), the poet and historian, whose 'Peder Paars', the 'Subterranean Journey of Nils Klim', and comedies have gained him a European reputation. Among later poets and authors *C. B. Tullin* (d. 1765), *J. H. Vessel* (d. 1785), *C. Fasting* (d. 1791), *E. Storm* (d. 1794), *T. de Stockfleth* (d. 1808), *J. N. Brun* (d. 1816), *J. Zetlitz* (d. 1821), and *C. Friman* (d. 1829) are noted for the national character and individuality of their writings, which are uninfluenced by the French and German taste then prevalent in Denmark. This national school was partly indebted for its origin to the foundation of the 'Norske Selskab' at Copenhagen in 1772, while the 'Lærde Selskab' of Throndhjem, founded by *Gunnerus*, the naturalist (d. 1773), and *Schøning*, the historian (d. 1780), promoted scientific research. On the whole, notwithstanding the want of good national schools, the Norwegian literature of this period ranks at least as high as the Danish.

Union of Sweden and Norway.

After the Peace of Jönköping in 1809 Norway was governed by Prince Frederick of Hessen and afterwards by *Christian Frederick*, cousin of King Frederick and heir to his throne. Christian was a popular prince, and even after the terms of the Peace of Kiel had been adjusted he made an effort to secure the sovereignty of the country for himself. He summoned an assembly of notables to Eidsvold (Feb. 1814), stated the terms of the Peace of Kiel, which had not yet been published, and declared that he would assert his claim in spite of it. The assembly denied the right of the king of Denmark to hand over Norway to Sweden, but also declined to recognise the prince's hereditary claim. They, however, appointed him regent until a national diet should be summoned to consider the state of affairs. The king of Sweden promised the Norwegians a liberal constitution if they would submit to his authority; but his offer met with no response, the country eagerly prepared to

assert its independence, and a temporary government was constituted. On 10th April, 1814, the representatives of the country met at Eidsvold, a constitution framed chiefly by *K. M. Falsen* (d. 1830) was adopted on 17th May, and on the same day *Christian Frederick* was proclaimed king. *Count Wedel-Jarlsberg*, the most far-seeing of the Norwegian statesmen, who had urged a union with Sweden, was overruled on this occasion, but his object was soon afterwards attained. About the end of June ambassadors of the guaranteeing powers, Russia, England, Austria, and Prussia, arrived at Christiania to demand fulfilment of the Peace of Kiel and to recall the regent in the name of the king of Denmark. After fruitless negociations and the outbreak of a war with Sweden, which was terminated by the Convention of Moss on 14th August, the Swedish regent temporarily recognised the new Norwegian constitution, and Christian summoned a Storthing to meet at Christiania in October, to which he tendered his resignation, and immediately afterwards set sail for Denmark. He afterwards reigned over Denmark as Christian VIII. (1839-48). During the same month the Storthing, though not without reluctance, affirmed the principle of union with Sweden, and several modifications were made in the Eidsvold constitution, and on 4th November **Charles** (XIII. of Sweden) was unanimously proclaimed king. On 10th November the crown-prince Charles John solemnly ratified the constitution at Christiania. With pardonable national pride, however, the Norwegians still observe the 17th of May, 1814, as the true date of their political regeneration.

At first as regent, and after the death of Charles XIII. (1818) as king of Norway (1818-44), *Charles John* or **Charles XIV.** had a difficult task to perform in governing two kingdoms to which a few years previously he had been an entire stranger, and with whose languages he was imperfectly acquainted. The internal affairs of both countries were, moreover, in an abnormally unsettled condition, and their finances were well-nigh ruined, while foreign states looked askance at the *parvenu* king and his almost republican kingdom of Norway. In 1815, however, the legislative authorities of the two kingdoms drew up a formal Act of Union, placing the connection of the countries on a satisfactory basis. By the sale of the island of Guadeloupe to England the king was enabled to pay part of the national debt of Sweden, and he adopted other wise financial measures. Among other serious difficulties was that of calling in the unsecured Danish banknotes still circulating in Norway, a task which occasioned heavy sacrifices, and at the same time a bank was founded at Throndhjem (1816). In 1821 a new burden was imposed by the unlooked for liability of Norway for part of the national debt of Denmark, while the introduction of a new educational system and other reforms was attended with great expense. About this period the king displeased his

democratic Norwegian subjects by opposing their abolition of titles of nobility (1821), by attempts to enlarge the prerogatives of the crown and to obtain for it the absolute right to veto the resolutions of the Storthing (1824), by appointing Swedish governors of Norway, and by yielding to what were considered the unjust demands of England in consequence of a fracas at Bodø. On the other hand, by dint of rigid economy, sound administration, and the legalised sale of church property for educational purposes (1821), and owing to good harvests and successful fisheries, the prosperity of the country rapidly improved, while the king's firmness of character and his self-denial in renouncing his civil list for a period of ten years in order to assist in paying the national debt justly gained for him the respect and admiration of his people. From 1836 onwards the highest offices in Norway were filled with Norwegians exclusively, and a new communal code (1837), penal code (1842), and other useful laws were passed. — In Sweden the French revolution of 1830 caused a great sensation and led to a fruitless demand for the abolition of the existing constitution. A conspiracy in favour of Prince Vasa (1832) and several riots in Stockholm (1838) were also unsuccessful. On the other hand the king earned the gratitude of his Swedish subjects by the zeal with which he promoted the construction of new roads and canals, particularly that of the Göta Canal, and furthered the interests of commerce and agriculture, and at the time of his death the internal affairs of both kingdoms rested on a sound and satisfactory constitutional basis.

The administration of his son **Oscar I.** (1844-59) was of a still more liberal and enlightened tendency. This gifted and highly educated monarch thoroughly remodelled the law of succession (1845) and the criminal code (1854) of Sweden, and abolished the monopolies of guilds, but he was unsuccessful in his attempts to procure a reform of the constitution (1845 and 1850-51). On his accession the king rendered himself popular in Norway by presenting it with an appropriate national flag, and he was afterwards a scrupulous observer of the constitution of that country. At the same time the population and wealth of Norway now increased rapidly. His temporary interposition in the German and Danish war regarding Slesvig, which led to the Armistice of Malmö (1848) and afterwards to the occupation of Northern Slesvig by Swedish and Norwegian troops, was regarded with favour in both of his kingdoms, where patriotic Scandinavian views were then in the ascendant.

Oscar's eldest son **Charles** (XV. of Sweden; 1859-72), a highly popular, though pleasure-loving monarch, who was endowed with considerable artistic and poetical talent, inaugurated the present representative constitution of Sweden in 1865, while in Norway the triennial Storthing was made annual (1869). In both countries the principle of religious equality was extended, new railways

and roads constructed, and other reforms introduced. A threatened conflict between the representatives of the two countries was averted through the king's influence, and to his wisdom was due the neutrality observed during the German and Danish war of 1863 and the Franco-German war of 1870-71, although his subjects warmly sympathised with the Danes in the one case and with the French in the other.

In 1872 Charles was succeeded by his brother, the present king **Oscar II.**, a gifted prince, endowed like his father and elder brother with considerable taste for science, poetry, and music. Materially and intellectually his kingdoms have recently made rapid strides. Latterly the radical and republican movement has gained considerable ground in Norway, where it has been accompanied by a strong ultra-nationalistic spirit, revealing itself largely in a revulsion of feeling against the union with Sweden.

In both kingdoms the field of **Literature** has been most sedulously cultivated during the present century. In SWEDEN there existed an academic and a neutral school, both of which, as for example *Franzén* (d. 1847), were more or less influenced by French taste, while a romantic school with German proclivities, called 'Phosphorists' from their 'Phosphorus' periodical, was represented by *Hammarsköld* (d. 1827), *Atterbom* (d. 1855), and *Palmblad* (d. 1852). Akin to the latter, but of more realistic and far more national tendency, is the so-called 'Götisk' school, to which belong the eminent historian *E. G. Geijer* (d. 1847), the great poet *Esaias Tegnér* (d. 1846), and the poet, and inventor of the Swedish system of sanitary gymnastics, *P. H. Ling* (d. 1839). An isolated position, on the other hand, is occupied by *K. J. L. Almqvist* (d. 1866), an author of fertile imagination, but pernicious moral tendencies. To the highest class of modern Swedish authors belongs the patriotic Finn, *J. L. Runeberg* (d. 1877), of whose noble and genial poetry 'Faurik Stål's Sägner' afford an admirable example. As popular authoresses, though inferior to some of their above-mentioned contemporaries, we may mention *Frederica Bremer* (d. 1865) and *Emilie Flygare-Carlén*. Pre-eminent among scientific men are *J. J. Berzelius*, the chemist (d. 1848), *E. Fries*, the botanist (d. 1878), *K. A. Agardh*, the botanist and statistician (d. 1859), and *Sven Nilsson*, the venerable zoologist and antiquarian (d. 1883). Among modern historians may be mentioned *A. M. Strinnholm* (d. 1862), *A. Fryxell*, *F. F. Carlson*, *K. G. Malmström*, *C. T. Odhner*, *H. Reuterdal* (church history; d. 1870), and *C. J. Slyter* (legal history); and to this period also belong *B. E. Hildebrand* and *R. Dybeck*, the antiquarians, *J. E. Rietz*, the philologist, and *C. J. Boström*, the philosopher. — In NORWAY, whose literature since 1814 has assumed a distinct national individuality, and though written in Danish has adopted a considerable number of words and idioms

peculiar to the country, the poets *H. Wergeland* (d. 1845) and *J. Velhaven* (d. 1873) occupy the foremost rank. Of the still living poets and novelists *Bjørnstjerne Bjørnson*, *Henrik Ibsen*, *Jonas Lie*, and *Alexander Kjelland*, the two former in particular have earned a well-merited reputation far beyond the confines of Norway. Of high rank among scientific men are *N. H. Abel*, the mathematician (d. 1829), *C. Hansteen*, the astronomer (d. 1873), and *M. Sars* (d. 1869) and his son *O. Sars*, the naturalists. Eminent historians are *R. Keyser* (d. 1864), *P. A. Munch* (d. 1863), *C. C. A. Lange* (d. 1861), and the still living *O. Rygh*, *E. Sars*, *L. Daae*, and *G. Storm;* distinguished jurists, *A. M. Schweigaard* (d. 1870), *F. Brandt*, and *T. H. Aschehoug;* philologists, *S. Bugge*, *C. R. Unger*, *J. Storm*, and the lexicographer *Ivar Aasen;* meritorious collectors of national traditions, *M. B. Landstad*, *J. Moe*, and particularly *P. C. Asbjørnsen*. *H. Steffens*, the philosopher and poet (d. 1845), and *C. Lassen*, the Sanscrit scholar (d. 1876), were Norwegians who spent the greater part of their lives in Germany.

Lastly, in the province of **Art**, we may mention the Norwegian painters *Tidemand* (d. 1877), *Dahl*, *Morten Müller*, and *Gude* (b. 1825), and the Swedish sculptors *Byström* (1848) and *Fogelberg* (d. 1854), but a glance at the galleries of Stockholm and Christiania will show that the list might easily be extended.

Chronological Table.

NORWAY.		SWEDEN.	
Ynglingar Line.		*Ragnar Lodbrok's Line.*	
Harald Haarfager	(?)860-933		
Erik Blodøks	930		
Haakon Adelstensfostre, 'the Good'	935		
Harald Graafeld	(?)961-975		
Haakon Jarl	(?)975		
Olaf Tryggvason	995	Erik 'VII.' Sejersæl	(d.)995
		Olaf Skøtkonung	995
Erik and Svejn, Jarler	1000		
Olaf Haraldssøn, 'the Saint'	1015	Anund (Önund) Jakob	1021
Svejn Knutssøn	1030		
Magnus Olafssøn, 'the Good'	1035		
Harald Sigurdssøn Hardraade	1046	Emund Slemme	(?)1050
		Stenkil's Line.	
Olaf Haraldssøn Kyrre	1066	Stenkil	(?)1056
Magnus Olafssøn Barfod	1093	Inge I. Stenkilsson	1066
Olaf Magnussøn	1103-16		
Øystejn Magnussøn	1103-22	Philip Hallstensson	1111-19
Sigurd Jorsalafarer	1103-30	Inge Hallstensson	(?)1111-28
		Sverker's Line.	
Magnus Sigurdssøn Blinde	1130-35		
Harald Magnussøn Gille	1130-36	Sverker Kolsson	1132
Sigurd Haraldssøn Mund	1136-55		
Inge Haraldssøn Krokryg	1136-61		
Øystejn Haraldssøn	1142		
Haakon Sigurdssøn Herdebred	1157	Erik IX. Jedvardsson, 'the Saint'	1150
Magnus Erlingssøn	1161	Karl VII., Sverkersson	1160

NORWAY.

Sverre Sigurdssøn	1177
Haakon Sverressøn	1202
Guttorm Sigurdssøn	1204
Inge Baardssøn	1204
Haakon Haakonssøn, 'the Old'	1217
Magnus Haakonssøn Lagabøter	1263
Erik Magnussøn	1280
Haakon V., Magnussøn	1299
Magnus Erikssøn, 'Smek'	1319
Haakon VI., Magnussøn	1355
Olaf Haakonssøn, 'the Young'	1381
Margaret, 'Valdemarsdatter'	1387

DENMARK AND NORWAY.

Erik of Pomerania	1389
Christopher of Bavaria	1442
Karl Knutssøn	1449
Christian I.	1450
Hans	1483
Christian II.	1513
Frederick I.	1524
Christian III.	1537
Frederick II.	1559
Christian IV.	1588
Frederick III.	1648
Christian V.	1670
Frederick IV.	1699
Christian VI.	1730
Frederick V.	1746
Christian VII.	1766
Frederick VI.	1808
Christian Frederick	1814
Charles (XIII.)	1814
Charles (XIV.) John	1818
Oscar I.	1844
Charles (XV.)	1859
Oscar II.	1872

SWEDEN.

Knut Eriksson	1167
Sverker Karlsson	1195
Erik X. Knutsson	1210
Johan Sverkersson	1216
Erik XI., Eriksson Læspe	1222

Folkungar Line.

Valdemar Birgersson	1250
Magnus Ladulås	1276
Birger Magnusson	1290
Magnus Eriksson, 'Smek'	1319

Other Lines, and Administrators.

Albert of Mecklenburg	1363

SWEDEN WITH DENMARK AND NORWAY.

Margaret	1387

SWEDEN.

Erik XIII. of Pomerania	1396
Karl Knutsson, Administrator	1436
Christopher of Bavaria	1441
Karl VIII., Knutsson	1448
Christian I.	1457
Karl VIII., Knutsson	1464
Sten Sture, Administrator	1471
Svante Nilsson	1504
Sten Sture the Younger	1512
Christian II.	1520

The Vasa Line.

Gustavus Vasa	1523
Erik XIV.	1560
John III.	1568
Sigismund	1592
Charles IX.	1604
Gustavus Adolphus	1611
Christina	1632

Palatinate Line.

Charles X.	1654
Charles XI.	1660
Charles XII.	1697
Frederick of Hessen	1718

Holstein Line.

Adolphus Frederick	1751
Gustavus III.	1771
Gustavus IV.	1792
Charles XIII.	1809

Bernadotte Family.

Charles XIV.	1818
Oscar I.	1844
Charles XV.	1859
Oscar II.	1872

KRISTIANIA.
1:20,000.
0 100 200 300 400 500 600 700 800 900 1000
Mètres = 1 Kilomètre
å = aa. G., g = Gade, gaden. Pl., pl. = Plads. L. = Lille.
St. = Store. S. = Sanct. Str., str. = Strædet. Ø, ø = ö.
1. Athenæum C 6.7.
2. Armé-Departementet C.7.
(Militære Højskole, Generalstaben)
3. Brandvagt & Basarer C.6.
4. Byretten (Politikammeret) C.6.
5. Børsen D.7.
6. Finantsdepartementet C.D.7.
7. Frimurerlogen C.8.
8. Handelsgymnasiet B.6.
9. Højesteret D.7.
10. Indredepartementet B.6.
11. Justitsdepartementet C.6.
12. Kathedralskolen C.5.
Kirken:
13. Johannes Kirke C.7.
14. S. Olafs Kirke C.5.
15. Trefoldighedskirken C.5.6.
16. Vor Frelsers Kirke C.6.
17. Kirkedepartementet C.D.7.
18. Kjerulfs Monument B.6.
19. Kreditbanken C.D.6.7.
20. Krigsskolen C.D.7.
21. Kunstmuséet B.6.
22. Marine og Postdepart. B.6.
23. Meteorolog. Institut B.5.
24.
25. Norges Bank C.7.
26. Palæet D.6.7.
27. Postkontoret C.6.
28. Rådhus C.D.7.
29. Stiftsgården C.7.
30. Storthingsbygningen C.6.
31. Teknisk Skole B.6.
32. Telegrafkontoret C.6.
33. Theatret (Kristiania) C.7.
A
B
C
D
E
F
1
2
3
4
Myren
Moløkken
Danevik
Nordre Grav hold
Gedemyren
Vøjenvolden
Rosenlund
Torseng
Vennelyst
Lovisenberg
Birmanns Skole
Lindern
Løkeberg
Regneborgs Teglværk
Ila
Karlstad
Valle
Voldeløkken
Øvre Fos
Sefliugs Fabrik
Helgesens Gade
Søfienberg
Paulus Kirke
Kirkegård
Botanisk Have
Bergsløkken
Tøien
Schous Pl.
Olaf Ryes Pl.
Bagås Brug
Nedre Fos
Gamle Akers Kirke
Dakka
Bolte løkken
Bagas
Rolighed
Frydenlund
Udsigten
Vandbassin

Geograph. Anstalt von Wagner & Debes, Leipzig

1. Christiania and Environs.

Arrival. The large steamers from London, Hull, Hamburg, etc., land their passengers at the Toldbodbrygge or the Jernbanebrygge, the two principal quays near the Custom House (Pl. D, E, 7), both at the *Bjørviken*, or E. harbour. Porterage from the steamer, on board of which luggage is slightly examined, to one of the principal hotels: 30 ø. for 60 lbs. or under, 40 ø. for 60-140 lbs. (only porters with numbers should be employed). Cabs, see below. — Travellers by railway from Sweden arrive at the *Øst-* or *Hovedbanegaard* (Pl. D, 6), where luggage is slightly examined, and from Drammen at the *Vestbanegaard* (Pl. B, 7). Porterage and cabs thence to the hotels, see above.

Hotels. *Victoria (Pl. h: C, D, 7), at the corner of the Raadhus-Gade and Dronningens-Gade, a large, old-established house; *Grand Hotel (Pl. B, C, 6), Karl-Johans-Gade, well situated at the E. end of the Eidsvolds-Plads, R. from 3 kr., L. 80, A. 50 ø., table-d'hôte 1-5 p.m. 3 kr., two dishes à la carte by tickets purchased in advance 80 ø. (good cuisine); *Hôtel Skandinavie (Pl. f: C, D, 6), at the corner of the Karl-Johans-Gade and the Dronningens-Gade, very central; Britannia (Pl. a; D, 7), at the corner of the Toldbod-Gade and the Store Strand-Gade, the nearest hotel to the quay, well spoken of. — Royal Hotel (Pl. e; D, 6), Jernbane-Torv, commercial, R. from 1½ kr., B. 80 ø., D. 2½, S. 1½ kr. — Angleterre (Pl. b: C, 7), at the corner of the Raadhus-Gade and the Kongens-Gade, R. 1½ kr., L. & A. 50, B. 70 ø., 'pens.' 2½ kr., well spoken of; Kong Oscar, near the Vestbanegaard. — *Hôtels Garnis* (all well spoken of): *Chr. Knudsen*, Tordenskjolds-Gade 8, near the Eidsvolds-Plads (landlord speaks English); *Schnurbusch*, Storthings-Gade; *Fru Hansen*, Karl-Johans-Gade 41, R. 1½ kr.; *Søstrene Waalen*, Karl-Johans-Gade 12; *Sidsel Aanrud*, same street 33; *Frøken Anne Kure*, corner of the Karl-Johans-Gade and the Kirke-Gade, moderate charges.

Restaurants. At the hotels; *Christoffersen*, corner of Bankplads and Kirke-Gade, first floor; **Gravesen*, Storthings-Gade 8; *Primurer-Logen* (Pl. 7; C, 8), Grev-Wedels-Plads; *Tivoli*, see p. 2. — **Cafés.** In the *Grand Hôtel*, see above, Bavarian beer 30 ø. per glass; *Idun*, Skipper-Gade; *Fritzner*, opposite the University; *Studenterlunden*, see p. 6. Beer also in the *Bazar-Hallen*, below Thaulow's Bazaar, in the Youngs-Torv. — **Confectioners.** **Baumann*, Øvre Slots-Gade 10; *Günther*, Karls-Johans-Gade, next door to Tostrup's (p. 2).

Cabs. The driver is called '*Vognmand*':

	1 Horse; 1 Pers.	2 Hors.; 1-2 P.
Per drive within the town	— 40 ø.	— 80 ø.
For each additional person	— 20 -	— 20 -
Per drive in the suburbs	— 80 -	1 kr. 20
For each additional person	— 30	— 30 -
Per hour within the town and its immediate environs	1 kr. 50 -	2 kr. 50
For each additional person	— 25 -	— 50

At night (11 p.m. to 8 a.m. from 1st May to 30th Sept.; 10 p.m. to 9 a.m. during the rest of the year) the fares are for one-horse cabs 80 ø. (20 ø. for each additional person), and for two-horse cabs 1 kr. 20 ø. (30 ø. for each additional person). In one-horse cabs 50 lbs. of luggage, in two-horse cabs 100 lbs. are carried free.

Tramway (*Sporvogn*). From the *Stor-Torv*, or principal market-place adjoining Vor Frelsers Kirke, to the *Vestbanegaard* (W.), *Homansby* (N.W.), *Grünerløkken* (N.E.), and *Oslo* (S.E.), every 5 min. from about 8 a.m. to 10 p.m. on week-days, and from about noon to 10 p.m. on Sundays. Fare for each of these trips 15 ø. — As there are no conductors, each passenger

drops his fare into an ingenious box placed near the driver. The coins fall on a slide where they are seen through a pane of glass by the driver, who then tilts them into the box below. The drivers give change, the coin being handed to them through the opening marked 'Vexling', but have no access to the money-box.

Post and Telegraph Offices at the corner of the Kirke-Gade and Karl-Johans-Gade (Pl. C, 6). *Post Office* (Pl. 27) open from 8 a.m. to 7.30 p.m.; Sundays 8-10 a.m. and 5-8 p.m. *Telegraph Office* (Pl. 32), open daily from 7 a.m. to 9 p.m.; open at night also for foreign telegrams.

Banks (open 10-2). *Norske Credit-Bank*, at the corner of the Kirke-Gade and Prindsens-Gade; *Christiania Bank and Credit-Kasse*, Torvet, W. side; *Norges Bank*, Bank-Plads; *Th. Joh. Heftye & Son*, Toldbod-Gade 20; *N. A. Andresen & Co.*, Kirke-Gade 6; *P. Henschien & Co.*, Prindsens-Gade 22. At any of these circular notes may be changed.

Consulates. American: Torvet 2; consul, *Mr. Gerhard Gade*. British: Karl-Johans-Gade 33; consul-general, *Th. Michell, Esq.*

Shops. [Purchases should not be made in the presence or by the advice of guides or conriers, as their commission is apt to be added to the price.] Booksellers: *Cammermeyer's Boghandel*, Karl-Johans-Gade 41 and 43; *Dybwad*, opposite the Post Office (p. 5); *Aschehoug*, Karl-Johans-Gade 43; *Alb. Cammermeyer*, Karl-Johans-Gade 33 (from autumn 1889, Storthings-Gade 6), the publisher of the 'Norges Communicationer' (see p. xix) and many excellent maps of Norway. — Music Sellers: *Karl Warmuth*, Kirke-Gade 17 (Scandinavian music and musical instruments); *Hals*, Karl-Johans-Gade 27. — Jewellers (noted for filigree and enamel work): *J. Tostrup*, Karl-Johans-Gade 25, opposite the Storthing; *Thune*, Karl-Johans-Gade, S. side, near the Øvre Slots-Gade; *Andersen*, corner of Kirke-Gade and Prindsens-Gade — Norwegian Wood-carvings, Textile Fabrics, and Gilt Leather Articles: *Norsk Husflidsbolag*, Karl-Johans-Gade 25. — Furriers: *P. Backer*, *E. Larsen*, both in the Kongens-Gade. — Art-dealers: *Blomkvist*, Karl-Johans-Gade 41 (pictures by Norwegian artists); *Abel*, Karl-Johans-Gade 45 (photographs and engravings). — Fancy Articles: *Vollmann*, Kongens-Gade 22. — Travelling Requisites: *W. Schmidt*, agent of the Turist-Forening, Kirke-Gade 21; *Støren*, corner of Grændse-Gade and Akers-Gade, cheaper. — Stationery, Photographs, etc.: *Olsen*, Karl-Johans-Gade, near the Hôtel Skandinavie; *Grønvold*, Kongens-Gade 29; *Andvord* (best photographs), opposite the post-office, next door to Dybwad's (see above). — Preserved Meats, etc.: *E. Lexow & Co.*, Toldbod-Gade 8; *C. J. Christophersen & Co.*, under the Hôtel Skandinavie; *Bergwitz*, Øvre Slots-Gade; *Chr. Magnus*, Karl-Johans-Gade 33, next door to the Grand Hotel. — Shoemaker: *Solberg*, Karl-Johans-Gade, near the Hôtel Skandinavie. — Cigars: *Jebe*, *Gløersen*, *& Co.*, Karl-Johans-Gade. — Travelling requisites of all kinds may also be purchased of *Mr. T. Bennet*, Store Strand-Gade 17.

Turist-Foreningen (see Introd. iv.). Secretary, *Mr. T. Strandenæs*, at the office of the 'Aftenposten'.

Newspapers at the principal hotels, and at the *Athenæum* (p. 6), Akers-Gade, at the back of the Storthings Building, a reading-club to which travellers are admitted for a fortnight when introduced by a member.

Baths. *Christiania-Bad*, at the corner of Munkedamsvejen and Ringsgangen, nearly opposite the University, with modern appliances, Roman baths, &c.; *Badeanstalt* (Pl. C, D, 5), Torv-Gade. Warm salt-water baths at the *Victoria Terrace* (p. 10). — Baths in the Fjord: *Hygæa* (20 ø.) and *Sølyst* (10 ø.), for swimmers. The baths at *Bygdø* (p. 14) are more esteemed on account of the greater purity of the water. The rise and fall of the tide averages 1-2 ft. only.

Theatres and Music. *Christiania-Theater* (Pl. 33; C 7), Bank-Plads, usually closed in summer. Boxes 2½ kr., pit 1 kr. 60 ø. — At the *Tivoli* (Pl. B, 7; with a restaurant), in the Eidsvolds-Plads, nearly opposite the University, concerts and theatrical performances take place daily (sometimes operas); admission ¼-1 kr. — *Military Music* daily at 2-3 p.m. (Sun. 12.30 to 1.30), and occasionally in the evening, in the Studenterlunden (p. 6).

Diorama of the Lyngenfjord and other Norwegian landscapes, Karl-Johans-Gade 41.

Steamers to *London* every Thursday; to *Hull* on Fridays; to *Grangemouth (Glasgow)* from Tønsberg on alternate Fridays; to *Newcastle* on Wednesdays; to *New York* once a fortnight; to *Gothenburg* five times, and to *Copenhagen* thrice weekly direct, and once touching at Fredrikshavn; to *Christianssand* daily; to *Bergen* five times weekly; to *Throndhjem* four times weekly; to *Hamburg*, *Amsterdam*, *Antwerp*, &c. All these vessels start from the Toldbodbrygge, the Fæstningsbrygge, or the Jernbanebrygge (Pl. D, E, 7). — Small steamers ply from the Jernbanebrygge to *Moss*, *Horten*, *Fredrikstad*, *Fredrikshald*, *Tønsberg*, and the islands in the *Bundefjord;* and also from the Pipervik (Pl. A, B, 8) to *Fredriksborg* on the Ladegaardsø, once or oftener daily, affording pleasant excursions. — For these, besides a number of other steamers to places on the fjord, Drammen, etc., see 'Norges Communicationer'.

Small Boats may be hired of the '*Færgemænd*' on the Pipervik and at the Baadforening by the fortress for 1 kr. 20 ø. per hour. An excursion may be made by boat to the *Hovedø*, with its scanty monastery ruins. to visit which (strictly speaking) permission from the commandant of the fortress is required (p. 11).

English Church (opened in 1884), in the Möller-Gade. Service at 11 a.m. Chaplain, *Rev. A. F. Heaton.*

Principal Attractions. Walk or drive from the Østhanegaard across the Jernbane-Torv and through the Karl-Johans-Gade. Walk on the ramparts of the Akershus fortress in the early morning (p. 5). The collections in the *University* (Viking ships, p. 7); the *Museum of Sculptures* and *National Gallery* (p. 8); the *Palace* (p. 9). View from *St. Hanshaugen*, about 1 Engl. M. to the N. of the Storthings Building (see p. 6). Excursions to *Oscarshall* (p. 11) and to *Frognersæter* (p. 12). Sail on the *Fjord* in one of the small steamers starting from the Pipervik. — Evening at the *Tivoli* (p. 2).

Christiania, the capital of Norway, beautifully situated at the N. end of the *Christiania Fjord* and on the W. bank of the small *Akers-Elv*, in 59° 54′ N. lat. and 10° 50′ E. long., was founded by Christian IV. in 1624 on the plain to the N. of the fortress of *Akershus*, and named after him, being intended as a substitute for the older town of *Oslo*, on the E. bank of the stream, which had been almost entirely burned down in that year. Oslo, founded by Harald Hardraada about the year 1050, afterwards became a depôt of the Hanseatic League and the capital of Norway, but was burned down by its inhabitants in 1567 to prevent its falling into the hands of Swedish besiegers, and was again destroyed in 1624. It once possessed a richly endowed cathedral, dedicated to St. Halvard, where several of the Norwegian kings were interred, and where James I. of England married Anne of Denmark in 1589. The inhabitants of Christiania (almost exclusively Protestants) numbered 32,000 in 1835, 94,869 in 1875, 130,800 in 1885, and about 140,000 in 1888.

Christiania is the seat of government and of the supreme court of Norway, and the headquarters of the Storthing or parliament. It also boasts of a University, containing several scientific collections, a National Picture Gallery, an Observatory, a Royal Palace, and a number of charitable and other institutions. The chief exports are timber, fish, matches, beer, and various manufactured goods, and the imports wheat, wine, etc., the former being valued at about 25, and the latter at 72 million kroner in 1882. In 1885 the town possessed 282 sailing-vessels and 64 steamers. In the neighbour-

hood are several considerable engine-works, breweries, cotton-mills, and paper-manufactories, most of which lie on the Akers-Elv.

Owing to its comparatively recent origin, as well as to destructive fires by which it was visited in 1686, 1708, and 1858, Christiania now presents a substantial modern appearance, most of the old timber-built houses having disappeared. Beyond the beauty of the situation at the foot of gently sloping, grassy, and pine-clad hills, with the picturesque fjord stretching into the distance, studded with islands, and enlivened with occasional steamboats and sailing vessels, the town offers few inducements for a prolonged stay. Our walk or drive through the principal streets includes the chief points of interest, all of which may be visited in half-a-day, if the traveller is pressed for time. A couple of hours should also, if possible, be devoted to the excursion to Oscarshall (p. 10).

Starting from the *Toldbodbrygge*, or Custom House Quay (Pl. D, 7), situated on *Bjørviken*, the bay which bounds the town on the S.E., and proceeding to the N., we come in 2 min. to the *Østbanegaard*, or Eastern Railway Station (Pl. D, 6), which is also known as the *Hoved-Banegaard* ('principal railway-station'; p. 1), a handsome building erected by Schirmer and Von Hanno in 1854 and enlarged in 1879. Leaving the railway-station, we cross the *Jernbane-Torv* to the W. and ascend the *Karl-Johans-Gade* (Pl. D, C, B, 6), the most important street in the town. On the right (2 min.) is a handsome building containing the *Brandvagt* (Pl. 3: C, 6), or fire-station, and the *Basarer* ('bazaars'), occupied by butchers, poulterers, etc. A few paces farther on, also on the right, lies the STOR-TORV (Pl. C, 6; 'great market'), usually known simply as *Torvet* ('the market'). It is adorned with a *Statue of Christian IV.*, by Jacobsen (1874). On the E. side of the market-place rises —

Vor-Frelsers-Kirke (Pl. 16), or *Church of Our Saviour*, a large cruciform edifice with a conspicuous tower, consecrated in 1697, and restored by Châteauneuf in 1849-56. The altar-piece, representing Christ in Gethsemane, is by the German artist *E. Steinle*, and the marble font by *Fladager*. — The *Torv-Gade* leads hence to the N., passing on the left the *Dampkjøkken* ('steam kitchen'), a large establishment for the benefit of the poorer classes, where about 2000 persons are daily provided with dinners for 27-45 *ø.* each. Some of the customers carry away their food, while others dine at large marble tables provided for the purpose. A few paces farther on in the same direction is the *Nytorv* ('new market'), on the left (W.) side of which rise the *Byret* ('municipal court') and the *Politikammer* (Pl. 4), or police-office. Beyond this market-place, on the left side of the same street, is situated the *Badeanstalt* (Pl. D, 5; p. 2), a handsome building, suitably fitted up. (The entrance to the ladies' baths is at the back.) The Akers-Gade, leading to St. Hanshaugen (p. 6), is only 3 min. walk

from this point. The Torv-Gade then leads to the N., past *Ankerløkkens-Gravlund*, to the *Akerselv*, which forms several waterfalls higher up. Adjoining the falls are numerous manufactories, some of which are of considerable size. On the E. bank of the river lies the well-built suburb of *Grüner Løkken*, with the *Olaf Rye's Plads*. — We retrace our steps to the Karl-Johans-Gade, cross it, passing the —

Post and **Telegraph Offices** (Pl. 27, 32; C, 6), at the corner of that street and the Kirke-Gade, and follow the latter. After 3 min. we cross the Raadhus-Gade, and a little farther on reach the **Theatre** (Pl. 33), erected in 1837, opposite to which, on the W. side of the *Bank-Plads*, is situated **Norges Bank** (Pl. 25). To the E. is Grev-Wedels-Plads, with pleasure-grounds, adjoining which is the *Freemasons' Lodge* (Pl. 7). A little to the S. of the Bank, we next reach the fortress of —

Akershus, or *Agershus* (Pl. C, 8), situated on the E. bank of the *Pipervik*. The date of its foundation is unknown, but it is mentioned as having been besieged by Duke Erik of Sweden in 1310. In 1355-80 the works were extended by Haakon VI., and they were farther strengthened in the 16-18th centuries, but have since been partially levelled, and are now of no military importance. The castle was besieged unsuccessfully by Christian II. in 1531-32, and by the Swedes in 1567 and 1716. The fortress is now used as an arsenal (armoury shown to visitors by an attendant) and prison, and also contains the garrison-church. Permission to visit the monastery ruins on the Hoved*ø* (p. 11) is obtained at the office of the Feldtøimester ('master of the ordnance', in the 'Artillerigaard'). The ramparts, which have been converted into pleasant promenades, afford beautiful views of the fjord, especially in the morning.

Retracing our steps to the Bank-Plads and the Raadhus-Gade, we turn to the left and soon reach the **Johanskirke** (Pl. 13; C, 7), built of yellow brick ('Flensburger Sten') by *Bull*, and completed in 1878. It contains a good altar-piece by *Eilif Petersen*, eight monolithic granite columns, and a marble font. The sacristan ('kirketjener') lives at Akers-Gade 1, on the W. side of the church. — The Raadhus-Gade now descends to the W. to the *Pipervik*, where we observe opposite to us the handsome *Vestbanegaard*, and obtain a fine view of the fjord, with the rocks of Akershus rising on the left. We next proceed to the N. by the *Tordenskjolds-Gade* to the Eidsvolds-Plads, a fine square, planted with trees, on the E. (right) side of which rises the —

Stōrthings-Bygning (Pl. 30: C, 6), or assembly-hall of the Norwegian Parliament, a handsome edifice, half Romanesque, half Byzantine, designed by *Langlet*, and completed in 1866. The chief façade, flanked with two lions in granite by *Borch*, overlooks the Plads, and the N. side adjoins the Karl-Johans-Gade. The *Interior* is shown by the 'Vagtmester' or custodian, who is to be found

at the entrance from the Storthings-Gade, on the S. side of the building (fee $^1/_2$-1 kr.). The *Storthings-Sal*, with accommodation for about 150 deputies and an audience of 300 persons, contains a large painting by Oscar Wergeland, representing the first discussion of the Norwegian constitution (p. lxxvi); the smaller *Lagthings-Sal* has seats for 40 members and 130 visitors. The Storthing meets on the first week-day in February and generally sits till the middle of June.

The Eidsvolds-Plads is embellished with a statue of the poet *Henrik Wergeland* (d. 1845), by Bergslien. To the W., in front of the University, extends the *Studenterlunden* (Pl. B, 6; music, see p. 2; café in summer).

In the Akers-Gade, at the back of the Storthings-Hus, is the *Athenaeum* (Pl. 1; see p. 2), including the *Norwegian Society*, the finest modern building in the town. Following the Akers-Gade towards the N., we next reach the **Trefoldigheds-Kirke** (Pl. 15: C, 5, 6), or *Church of the Trinity*, on the right, a Gothic edifice, partly designed by *Châteauneuf*, and erected in 1853-58. The interior forms a handsome octagon. It contains an altar-piece (Baptism of Christ) by *Tidemand* and a font with an angel by *Middelthun*. A few paces beyond it is the Roman Catholic *St. Olafs-Kirke* (Pl. 14), erected in 1853, with a school at the back, where the road divides.

The *Akersvei*, to the right, leads past the E. side of Vor Frelsers Cemetery (see below) in 6 min. to the ***Gamle Akers Kirke** (Pl. B, 4), one of the oldest churches in Norway, mentioned before 1150, and perhaps founded by King Olaf Kyrre. It was skilfully restored in the original style by *Schirmer* and *Von Hanno* in 1861. The church is a basilica in the Anglo-Norman Romanesque style, with nave and aisles; and the interior is remarkable for the manner in which the square at the crossing is closed on all sides by walls, through which door-like openings connect with the nave, transepts, and choir. The sacristan lives in the small yellow house opposite the church. — The *Ullevoldsvei*, to the left of St. Olafs-Kirke, leads past the W. side of **Vor-Frelsers-Gravlund**, a well-shaded cemetery, embellished with flower-beds, and provided with numerous benches for the use of mourners. The N. part forms a pleasant park, and commands fine views. In 5 min. more we reach —

***St. Hanshaugen** or 'St. John's Hill' (Pl. A, 3, 4), a prettily laid out eminence about 280 ft. above the sea-level, on the summit of which there is a reservoir belonging to the city waterworks. The tower commands an excellent survey of the town, the fjord and islands beyond it, the Ekeberg (p. 12) to the left, Oscarshall (p. 11) to the right, and Frognersæter on the hill to the N.W. (see p. 12). Cards of admission, scarcely necessary for strangers, may be obtained at Pløens-Gade 3. The attendant, for whom the visitor rings, names the chief points (fee forbidden).

Another very fine view, especially of the harbour, is obtained from the **Kampen**, another reservoir, a little to the E. of the *Botanic Garden* (Pl. E, F, 4). Its position is marked by a flag-staff.

We now return by the same route, or by the St. Olafs-Plads, to the W. of the church of that name, to the Karl-Johans-Gade, where we next visit the —

University (Pl. B, 6), a handsome edifice in the classical style, with two wings at right angles to it. The establishment was founded by Frederick VI. in 1811, but the present building was erected in 1841-53 by *Grosch*, whose design was partly suggested by Schinkel of Berlin. There are five faculties with a staff of 55 professors, who lecture gratis to upwards of 1000 students.

The central building, in front of which stands the statue of the Norwegian jurist and politician *Ant. Martin Schweigaard* (d. 1870), by Middelthun, erected in 1883, contains most of the lecture-rooms and also the *Zoological Museum*, the *Botanical Museum* (Mon., 12-2), the *Zootomical Museum*, the *Mineralogicat Cabinet* (Frid., 12-1), the *Ethnographical Museum*, the *Physicat Cabinet*, and the *Medical Cotlections*. The fine staircase deserves attention.

The **Zoological Museum** (open on Sun., Mon., & Frid., 12-2) is reached by ascending the staircase, turning to the left, and entering the last door on the left. In the *1st (Reading) Room*, birds, etc.; in the *2nd R.*, mammalia; in the *3rd R.*, fish and reptiles. — We now pass a staircase on the left descending to the *Zootomical Museum* (skeletons, and anatomical preparations), and enter the *4th* and *5th Rooms*, which contain an extensive and valuable collection of birds.

Ethnographical Museum (reached by a staircase in the N.W. corner, from the garden at the back; Mon. and Frid. 1-2, Sun. 12-2). *1st Room:* Scandinavian costumes, furniture, and implements. *2nd R.:* Laplander's tent, reindeer, and pulk. Another staircase now ascends to a series of small rooms containing articles of dress, implements, utensils, armour, weapons, manufactures, etc., from other parts of the world.

The E. wing, known as the *Domus Academica*, contains the Festsal or Aula, the *Collection of Northern Antiquities*, and the *Cabinet of Coins* (Mon. & Frid., 1-2; 45,000 specimens). These collections are reached by ascending the staircase and turning to the left.

The **Collection of Northern Antiquities** (open on Sun., Mon., and Frid., 12-2) is arranged in seven rooms. In the *Vestibule* are several finely carved church-doors. — *Room I.* (that farthest to the right): relics of the flint and bronze ages. *Rooms II., III.*, and *IV.* are devoted to the earlier and later parts of the iron period. *Room V.* contains mediæval relics (A.D. 1000-1500), the chief of which have their names and dates attached. Among them are three *Church-portals from old Norwegian wood-churches, dating from the 12-13th centuries. *Room VI.* contains several other interesting door-posts and portals of the same period. *Room VII.* is occupied with curiosities of later date than 1500, including tankards in wood and metal, bridal crowns, trinkets, fire-arms, and tools.

The W. wing is occupied by the *Library*, which consists of 250,000 vols. and is open to the public on the first five days of the week from 12-2 (reading-room 11-3; closed in July and Aug.). Entrance in the Frederiks-Gade.

A shed behind the central part of the university contains two ***Viking Ships**, supposed to date from the 9th century. One, excavated at Gogstad,

near Sandefjord (p. 31), in 1880, is 76 ft. long and 14-16 ft. broad. The steering-gear is on one side instead of at the end. Adm. on Mon. and Frid., 12-2 (at other times for a fee of 10-25 ø).

To the N. of the University is the handsome ***Museum of Art** (Pl. 21), built in the Italian Renaissance style by *Adolf Schirmer* and presented to the town by the *Christiania Sparebank*, or *Savings Bank*. The wings are not yet completed. Admission on Sun., Tues., and Thurs. 12-2, free; at other times on application to the 'Vagtmester' (fee ½-1 kr.).

The Ground Floor contains the *Sculpture Gallery (*Scultpur-Musæet;* Historical and Descriptive Catalogue, by *Prof. Dietrichson*, 1 kr.).

The Vestibule and the three adjoining Rooms contain the *Casts of Ancient Sculptures*, and the Staircase and Hall the *Casts of Renaissance and Modern Sculptures*. — The other rooms contain *Original Works by Norwegian Masters*, the finest of which are: 328, 329. *Fladager*, Angel with font (model and sketch); *Borch*, 330. Jephthah's Daughter, 331. The first lesson, 331a. The Sulamite Maiden, 331b. David, 332. Bust of Rector Vibe, one of the founders of the collection; 333. *Skeibrok*, Ragnar Lodbrok among the serpents; no number, *Skeibrok*, The mother's watch.

A wide double staircase ascends to the Upper Floor, which contains the National Gallery, a collection of paintings founded in 1837 and belonging to government. It contains about 300 ancient and modern works, chiefly by Norwegian masters but also including several good specimens of the Dutch school. Historical and Descriptive Catalogue, by *Prof. Dietrichson*, 1 kr.

We first enter the —

East Room. Danish School. 198. *Jens Juel*, Bernt Anker, a Norwegian patriot of the 18th cent.; 201. *C. W. Eckersberg*, Alms-giving at the convent; 202. *N. Simonsen*, Caravan overtaken by a simoom; 204, 205, *Grönland*, Flowers and fruit; 206. *Sørensen*, Øresund, near Kronborg; **Kroyer*, Concert in the studio. — Swedish School. 210. *Kjörboe*, Fox; *Amalie Lindegren*, 214. The widow and her child, 215. Grandfather's lesson; 217. *Fagerlin*, Discomforts of bachelor life; 218. *E. Bergh*, Birch wood. — We now turn to the right and enter the —

South Room (lighted from above). Norwegian School. *J. C. Dahl* (1788-1857), 230. Laurvik, 231. The Hougfos; *Th. Fearnley* (1802-1842), 235. The Labrofos, 236. Grindelwald Glacier; 241. *Baade* (1808-1879), Norwegian coast-scene by moonlight; *Adolf Tidemand* (1814-76), *246. A solitary couple (family worship in a cottage), *247. Cottage meeting of the Haugianer (a religious sect), 248. Administration of the Sacrament to a dying man; 250. *F. Bøe* (b. 1820), Breakfast; *Eckersberg* (1822-1870), 253. Valle in the Sætersdal, 254. Mountain scenery; *H. F. Gude* (b. 1826), 258. Norwegian landscape, 259. Mountain view, *261. Christiania Fjord, 262. Before the rain, 263. Scene in North Wales; *267. *H. A. Cappelen* (1827-1852), Forest scene in Lower Telemarken; 272. *K. Bergslien* (b. 1827), Portrait of the artist's father; *Morten Müller* (b. 1828), 273. Scene on the Christiania Fjord, 274. Hardanger Fjord; 276. *E. Bodom* (1829-1879), Scene in Nordmarken; 279. *P. N. Arbo* (b. 1831), Asgaardsrejen (The Wild Huntsman); 281. *A. Askevold* (b. 1834), Mountain lake in summer; 285. *Karl Hansen* (b. 1841), In captivity; *287. *L. Munthe* (b. 1841), Coast-scene in winter; No number, *Munthe*, Autumn evening; *E. Petersen* (b. 1852), 289. Portrait of a lady, 289 a. Siesta; 304. *Skredsvig* (b. 1854), Subject from Northern France; 303. *Ucherman*, Flemish team; 306. *Gerh. Munthe* (b. 1849), A summer's day; 308. *O. Sinding* (b. 1842), Scene from the Lofoden Islands; 302. *E. Werenskiold* (b. 1855), Girl from Telemarken; *Am. Nielsen*, *302 a. Rustic burial, 299. Scene on the Hardanger Fjord; *278. *P. N. Arbo*, The Valkyries.

West Room: Sketches and studies by *Ad. Tidemand;* 283. *Stollenberg-Lerche* (b. 1837), Payment of tithes at the convent. We next enter the —

North Rooms (lighted from the roof), the first of which is devoted to the French, Italian, and German Schools. Italian Masters: *1. Fine old copy of *Leonardo da Vinci's* Mona Lisa, wrongly ascribed to Bernardino Luini; 5. *Venetian Master*, Massacre of the Innocents; 6. In the style of *Caravaggio*, Laughing head; 12. *B. Strozzi*, The tribute money; 13. *Salvator Rosa*, Landscape. — German Masters: 134, 135. *Barth. Beham*, Portraits; 141. *J. J. Hartmann*, John the Baptist in the wilderness; *145. *Seibold*, Portrait; *Anton Graff*, 155. Portrait of a lady, 157. Portrait of his son (the landscape painter of the same name); 173. *O. Wagner*, Ponte Rotto; 175. *K. Sohn*, Tasso and the ladies of Ferrara; 176. *C. F. Lessing*, Scene on the Rhine; *177. *R. Jordan*, Family worship; 178. *E. Geselschap*, Christmas morning; 179. *K. Hübner*, Emigrants paying a farewell visit to the graves of their relatives; 180. *A. Achenbach*, Beach at Scheveningen; 182. *A. W. Leu*, Waterfall in Norway; 183. *O. Achenbach*, Italian landscape; 184. *A. Seel*, Cloisters. — French Masters; 187. *C. de la Fosse*, Achilles discovered by Ulysses among the daughters of Lycomedes. The other works are unimportant.

The second North Room contains the works of the Flemish and Dutch Schools: *22. *Pieter Claeissens*, Portrait of himself; 24. *Francken the Elder*, The works of charity; 26. *Abr. Bloemaert*, St. Jerome; 28. *Pourbus the Younger*, Portrait; 30. *R. Savery*, Landscape with accessories; 32. *Al. Adriaenssen*, Still-life; 34. *Jac. Jordaens*, Allegorical representations of the blessings of the peace of Westphalia; 35. *L. van Uden*, Drunken peasant; *38. *Jan Fyt*, Fight between dogs and wolves; 50, 51. *P. v. Bloemen*, Cavalry skirmish, Cattle driven off by armed horsemen; 56. *J. Horemans*, Peasant meal; *59. *Hellemans*, Forest scene, with sheep by *J. Verboeckhoven*; 63. *Mierevelt*, Portrait; 67. *B. v. d. Ast*, Fruit; *71. *Corn. v. Keulen (Ravesteyn?)*, Portrait; 72. *E. v. d. Velde*, Landscape; 73. *J. v. Goyen*, Sea-piece; *81. *Jan Davidsz de Heem*, Oysters and Rhine wine; 84. *School of G. Dow*, Schoolmaster; 86. *B. v. d. Helst* (?), Man with a glass of wine; 94. *G. Lunders*, Family portraits; *104. *M. Hondecoeter*, Dog, cat, and game: 80. Old copy of *Rembrandt*, Descent from the Cross.

A glass-door in the West Room leads to the staircase, by which we ascend to the *Collection of Drawings and Engravings* (founded in 1877; 5000 examples), containing drawings by *Wilh. Schirmer* (Carlsruhe), *Ad. Tidemand*, *&c.*

Farther to the N. in the Universitets-Gade, at the corner of the *Pilestræde*, is the building of the *Kunstforening*, or *Art Union* (adm. daily, except Sun., 12-2.30; 20 *ø.*), adorned with medallion portraits of celebrated artists, executed by *Jacobsen*. The ground-floor is occupied by the **Art Industrial Museum** (*Kunstindustrimuseet;* adm. daily, except Sat., 12-2, free), founded in 1877, and containing interesting specimens of Norwegian work of various kinds, of ancient and modern date, as well as numerous electrotype reproductions. The Chinese porcelain and lacquer-work also deserve mention.

On an eminence at the W. extremity of the town, in the beautiful *Slotspark*, stands the **Palace**, or *Slot* (Pl. A, 6), a large, plain edifice with a classical portico in the centre. It was erected in 1825-48 as a royal residence at the comparatively small cost of about 22,700*l.*, while the grounds in which it stands cost about 10,700*l.* more, these sums having been voted by the Storthing for the purpose. The *Interior* is shown by the 'Vagtmester', or custodian, who lives on the sunk floor of the S. wing (daily, 2-5; fee

1-2 kr.). The principal *Staircase* is embellished with two reliefs in marble: the one to the right, by *Stephen Sinding*, represents Charles XIV. John laying the foundation-stone of the palace; that to the left, by *M. Skeibrok*, Oscar II. unveiling the statue of Charles John. The *Feslsal* is a handsome and lofty hall, adorned with Corinthian columns; the large *Dining-room* is decorated in the Pompeian style; the walls of the *Throne Room*, *Coursal* or drawing-room, and *Audience Chamber* are adorned with landscapes by *Flinto*. The private apartments contain paintings and sculptures by Norwegian artists (among them *Tidemand's* Village Catechising, and *O. Sinding's* Battle of Swolder), most of which were presented to the king and queen on their silver-wedding in 1882. The roof commands an admirable **View* of the town and environs.

In front of the palace rises an ***Equestrian Statue of Charles XIV. John** (Bernadotte), by *Brynjulf Bergslien*, inscribed with the king's motto 'The people's love is my reward'.

The extensive quarter to the W. of the palace, named *Homansby*, consists mainly of villas and gardens. To the S.E., in the Ruseløkvejen, is the so-called *Victoria Terrace* (warm baths), which is particularly conspicuous when viewed from the sea. Below are two rows of shops, one over the other, while above are three large turreted dwelling-houses.

Christiania also possesses a number of educational, charitable, and other institutions, which may be visited if time permits. Among these may be mentioned the *Kongelige Tegneskole*, a School of Design, with which the National Gallery (p. 8) is connected. It was founded in 1818, and is supported by subsidies of 16,000 kr. from government and 4800 kr. from the municipality. *Deichmann's Library*, founded in 1780, and consisting of 13,000 vols., is open to the public on week-days, except Thurs., 6-8 p.m. There are also several very useful and meritorious scientific, literary, antiquarian, and philanthropic societies, a list of which will be found in the Norges Statskalender. The most important of the numerous charitable institutions are the new *Rigshospital* (Pl. B 5), Nordal Bruns Gade, and *Oslo Hospital*, in Oslo, which was founded by Christian III. in 1538 and united in 1790 with a lunatic asylum (annual revenue about 40,000 kr.). The Dampkjøkken has been already mentioned (p. 4).

Environs of Christiania.

a. *Oscarshall.*

A visit to Oscarshall on foot takes 2½-3 hrs., including time to inspect the picture-gallery. It may also be reached by carriage (fixed tariff), by small boat from the Pipervik (1 kr., there and back 2 kr.), or by the small steamboat plying from the Pipervik (Pl. B, 7) at 7, 8, and 9 a.m. and hourly from 1.30 to 9.30 p.m. to *Fredriksborg* or *Bygdø* (fare 20, 10 ø.) in ¼ hr., and 5 min. walk more (always keeping to the right), or by railway (fares 40 or 20 ø.) from the Vestbanegaard to *Bygdø* (in 8 min., and 20 min. walk

more). — Application for admission is made to the gardener, *Clausen*, who lives behind the château, to the left.

Leaving Christiania by the *Drammensvei* (Pl. A, 7), which is bordered by numerous villas and gardens, we soon reach (3/4 Engl. M. from the University) the *Skarpsno* steamboat-pier. Here we cross by the ferry (in 6-8 min.; fare 10 ø.) to the wooded peninsula of *Ladegaardsø* or *Bygdø*, and then walk to the château in 7 min. more.

The château of ***Oscarshall**, which is conspicuously situated on an eminence 80 ft. above the sea-level, surrounded by a pleasant park, was erected in the 'English Gothic' style by Nebelong for King Oscar in 1849-52, and adorned with paintings by eminent Norwegian artists. It was sold by Charles XV. to the government, but is still set apart for the use of the reigning monarch. It deserves a visit not only for the collection of pictures it contains, but also for the beautiful view it commands (adm. see above; fee 1/2-1 kr.).

The DINING ROOM, on the ground-floor of the smaller separate building, is adorned with six imposing Norwegian landscapes by *J. Frich* (d 1858), the finest being the Ravnedjuv, the Romsdalshorn, and the Norangsfjord, above which are ten celebrated works by *A. Tidemand* (d. 1876), representing 'Norsk Bondeliv', or Norwegian peasant life. The DRAWING ROOM, on the ground-floor of the principal building, with its oak panelling, is embellished with statues of Harald Haarfager, Olaf Tryggvason, St. Olaf, and Sverre, in zinc, by *Michelsen*. A room on the 1st floor contains nine basreliefs from Frithjof's Saga, in marble, by *Borch*, and four fine landscapes by *Gude* (b. 1825) from the same Saga.

Several rooms on the 2nd floor contain works by Swedish and Norwegian artists, wood-carvings, basket-work, etc. We now ascend by a winding staircase of 28 steps to the flat roof of the château, beyond which 43 steps more lead us to the summit of the tower, where we enjoy a charming *VIEW of Christiania, its fjord, and environs.

About 1/4 M. beyond the château is a modern gateway in the old Scandinavian taste, and four antique Norwegian buildings, re-erected here within the last few years: viz. the *Hovestue*, a farm-house from Hove in Telemarken, fitted up with the original furniture, and presented by its former owner Ole Hove; the **Church of Gol* in the Hallingdal (p. 84), an old Norwegian church constructed of boards and planks, and dating from the 12th or 13th cent.; a *Stabbur*, or store-house, from Søndre Berdal in Telemarken, with fine carved work; and a farm-house from the Gudbrandsdal (attendant 25 ø. for each pers.).

Refreshments at the *Sæterhytte* on the Dronningbjerg, 3/4 M. to the N., between Oscarshall and the Bygdø. A monument has been erected here to *Count Wedel-Jarlsberg*, an ardent advocate of the union with Sweden in 1814.

b. *Hovedø.*

About 1 Engl. M. to the S. of Akershus lies the **Hovedø**, an island now belonging to the fortress (admission, see p. 5; boat there and back 1 kr. 20 ø.), on which are situated the ruins of a Cistercian Monastery, founded by monks from Lincoln in 1147. In 1532, after the Reformed faith had been embraced by Denmark, Mogens Gyldenstjerne, the Danish commandant of Akershus, ordered the

monastery to be plundered and destroyed. In 1846-47 the ruins were cleared by the Norwegian Antiquarian Society.

c. *The Ekeberg.*

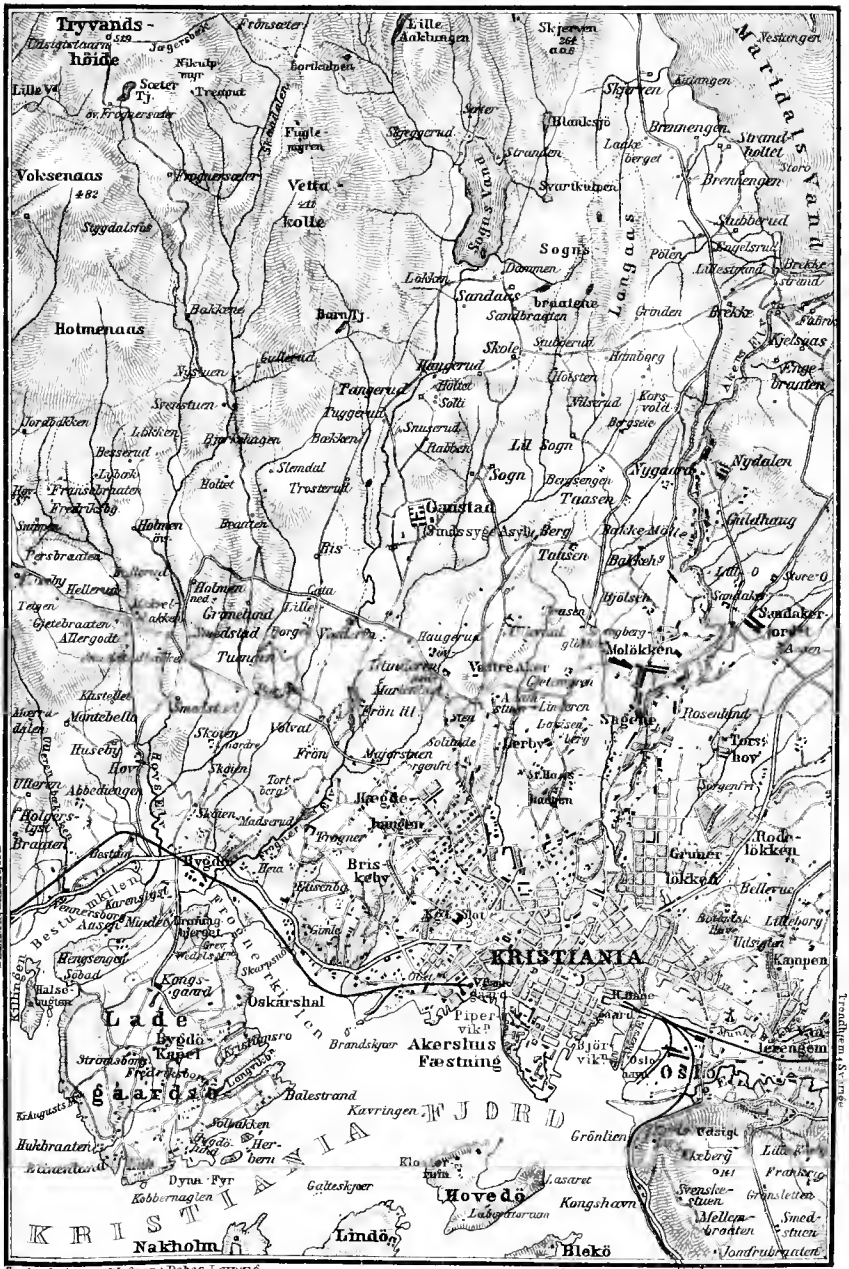
This excursion may be made by TRAMWAY from the Stor-Torv to *Oslo* (comp. Pl. C, D, E, 6, 5), by STEAMER from the Jernbanebrygge (Pl. D, E, 7) to *Kongshavn* or *Ormsund*, or by RAILWAY from the principal station to *Bækkelaget* (p. 276).

The **Ekeberg**, a wooded hill 400 ft. in height, to the S. of *Oslo*, commands several beautiful views. One of the finest points is a rocky knoll, immediately to the left of the Liabro road (which, like the railway, skirts the fjord) and 1 Engl. M. to the S. of the Oslo tramway terminus. Near this point is the steamboat-station *Kongshavn*, not far from which is an interesting 'giant's cauldron' or cave, named *Kong Kristian II.'s Hul*. — Another good point is reached thus: beyond the tramway terminus follow the main road for 8 min., and then ascend the stony old road to the right for 12 minutes. We then bend to the right, follow the new road for 4 min., and proceed to the right, parallel with the slope next the town, past the farm of *Ekeberg* (445 ft.), beyond which we follow a field-road towards the wood on the N.W. slope of the Ekeberg. After 5 min. we cross a fence and proceed to the right for a few hundred paces to a rocky platform affording a fine *View of the town and harbour. We may now return by the same route to the farm of Ekeberg, thence follow the top of the hill towards the S. (8 min.) and then to the W. (10 min.) to the farm *Jomfrubraaten*, where we descend to the right, and return by the (20 min.) above-mentioned Liabro road. Numerous fine views of the fjord to the left.

d. *The Frognersæter.*

This excursion, if made on foot, takes 5-6 hrs. CARRIAGE (3-3½ hrs.) with one horse (for 1-2 pers) 10 kr., with two horses (3-4 pers.) 14 kr., charges lower in the forenoon. The best plan for a single visitor is to hire a *Skyds* or carriole from Iversen, Grubbe-Gade 3. *Cab* to the Grind (gate), where the wood and the ascent begin, 3 kr. (there and back 6 kr.). The ascent from this point to the Sæter takes 1 hr.

The route leads past the *St. Hanshaugen* (p. 6), beyond which we observe the *Vestre Akers Kirke* on an eminence to the right. Farther on, about 2½ M. from the Stor-Torv, we see the *Gaustad Lunatic Asylum* (½ M. to the right), which accommodates upwards of 300 patients. About ½ M. farther on we reach the beginning of the narrow carriage-road, which ascends to the right, through wood, to the (1 hr.) ***Frognersæter** (1380 ft.), the rustic summer residence of the Heftye family, 5 Engl. M. to the N.W. of Christiania, with a balcony commanding a delightful view of Christiania, its fjord, and environs. (Coffee, milk, etc., at one of the adjoining cottages, another of which dates from the 16th century.) — While the horses are resting, travellers usually ascend on foot to the (25 min.) **Tryvandshøide* (1710 ft.), a wooden scaffolding on the



Geograph. Anst. v. Wagner & Debes, Leipzig.

1 : 80 000

Kilometer.

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Kilomètres.
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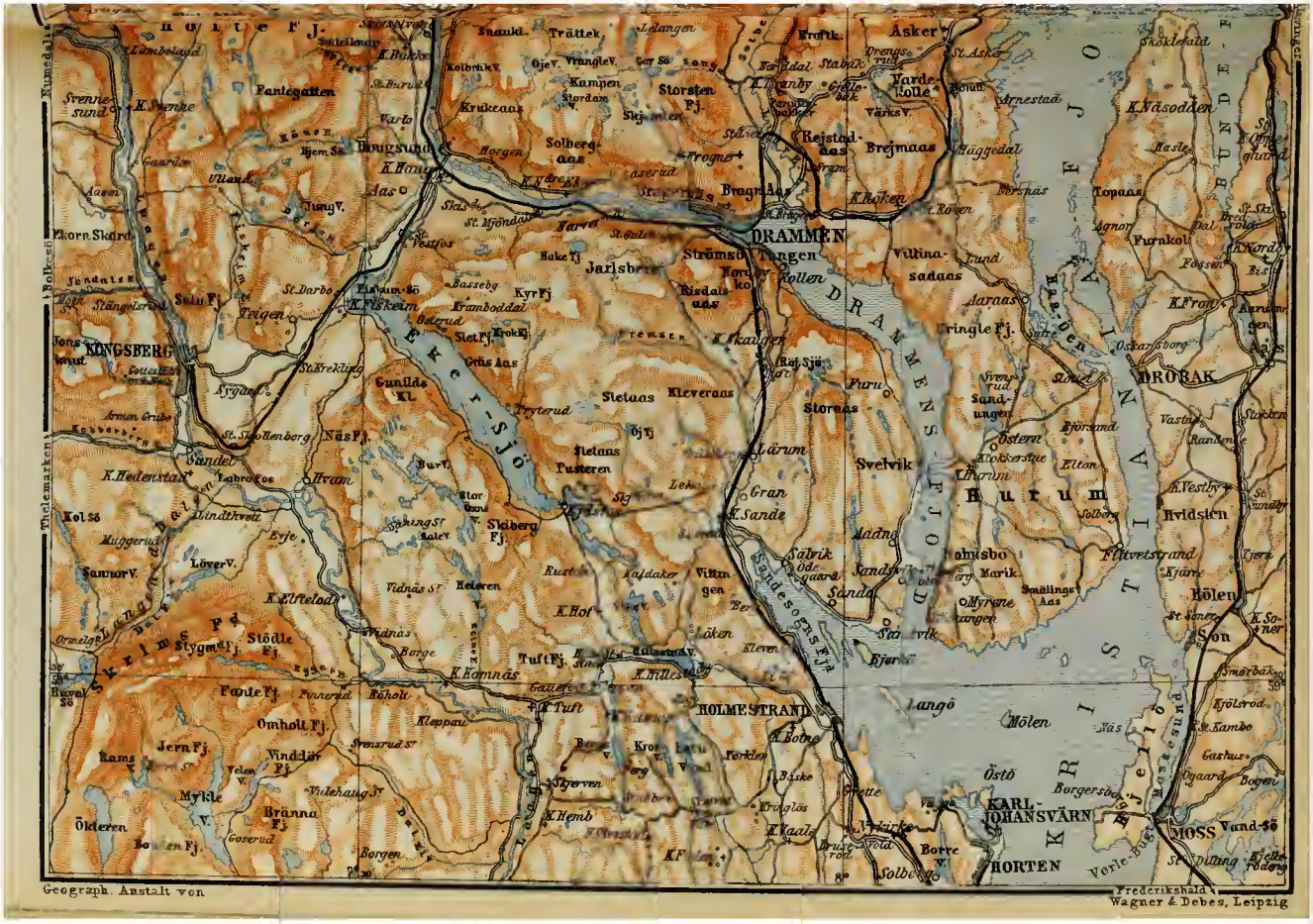
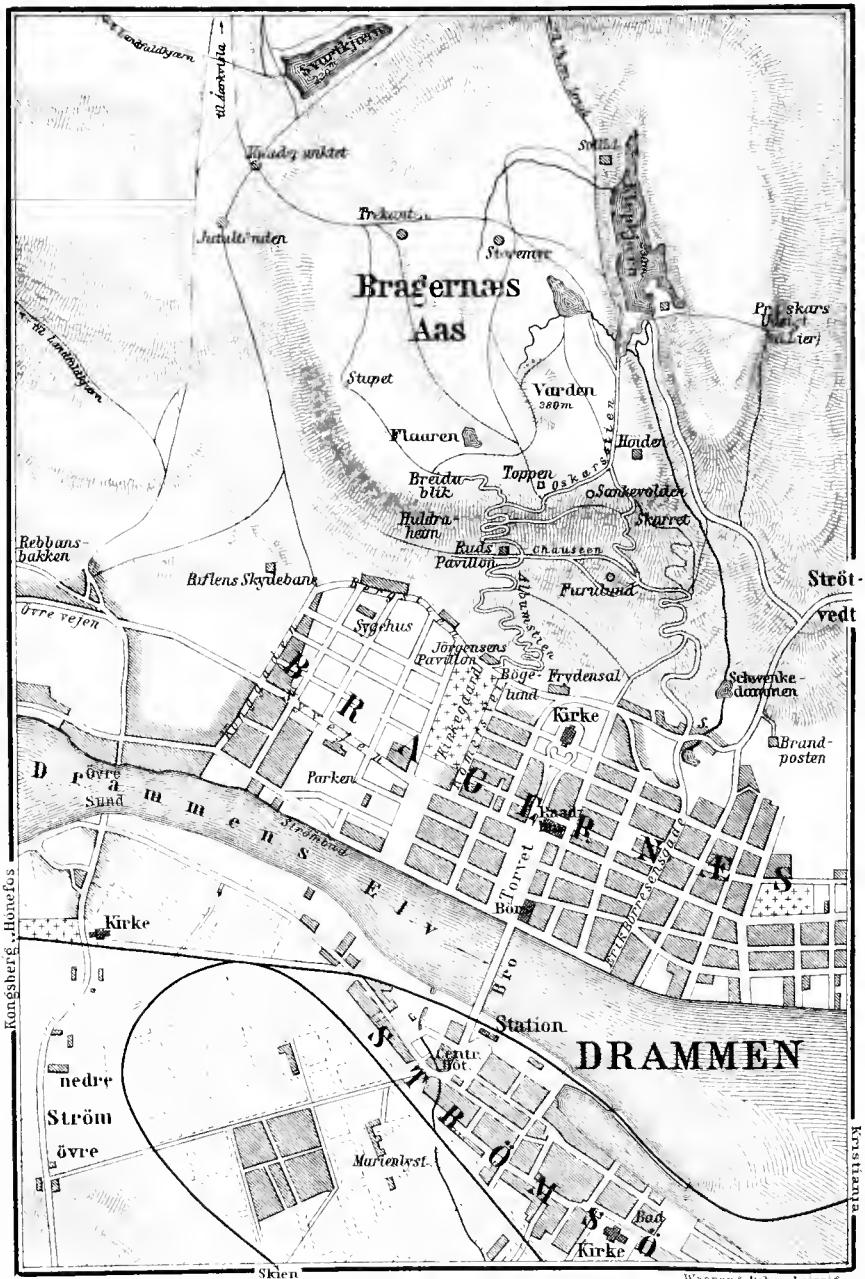
Kallingdal
Spirillen Valders
Valders, Mjösen
7°30' Östen for Paris
8°
60°
Eidsvold, Kongsvinger
HÖNEFOS
KRISTIANIA
Tyri-Fjd
Hols-Fjord
Steens-Fjd
Rands-Fjd
Sperillen
Krøderen Sjö
Sönerens Sjö
Drammens Elv
Bönsnäs
Sundvolden
Snarum
Kringstad
Lyngdal
Slut-Axel
Graagalten
Gjeteryg Fj.
Blod Fj.
Ringkolle
Höjaas
Sandvikén
Östöen
Näsöen
Akershus
Bygdö
Lysaker
Hofsüterhg.
Slottet
Tryvands Hd.
Baahus Hd.
Svartaas
Gjerdekol
Boylands Fjeld
Overby
Vikersund


DRAMMEN
KONGSBERG
HOLMESTRAND
HORTEN
KARLJOHANSVÄRN
MOSS
DRÖBAK
Hurum
Svelvik
Strömsö
Jarlsberg
Storsten Fj.
Eker-Sjö
DRAMMENS-FJORD
KRISTIANIA-FJORD
Langö
Mölen
Östö
Borre
Solberg
Frederikshald
Geograph. Anstalt von
Wagner & Debes, Leipzig


Bragernæs
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Ströt-
vedt
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dammen
Brand-
posten
Kongsberg, Hönefos
Kristiania
Skien
Geogr. Anst. von
Wagner & Debes, Leipzig
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Mètres
Engl. Mile

summit of which commands a still more extensive view, including in clear weather some of the snow-clad mountains of Telemarken (the Gausta, p. 23) to the W., and of Hallingdal (Norefjeld, p. 85) to the N.W. — In returning we should follow the road to the S., traversing the suburb of *Hegdehaugen*.

e. *Other Excursions.*

If time permits, pleasant drives may also be taken to the *Udsigttaarn* on the *Solhaug*, on the Bogstad road (1/4 hr. from the Stor-Torv, or on foot 1/2 hr.); to *Bogstad*, on the lake of the same name (p. 14), 6 M. to the N.W. of Christiania, and thence to the S. to *Vækkerø*, on the Christiania Fjord, and to the adjacent station of *Bygdø* (p. 14; a highly enjoyable excursion); to the *Maridalsvand* (490 ft.), a small lake which supplies Christiania with water, 5 Engl. M. to the N., with the ruined Marikirke at the N. end; to *Grefsen-Bad* (560 ft.), a small water-cure establishment, prettily situated about 2 1/2 Engl. M. to the N.E. (omnibus from the Stor-Torv in Christiania, several times daily); to *Sarabraaten*, a summer residence, about 7 Engl. M. to the E. (4 M. from stat. *Bryn* on the Kongsvinger line; p. 118); and by the steamers of the Bundefjord Dampskibsselskab (several times daily) to **Ormøen*, *Næsset*, and other places on the *Bundefjord* (comp. the Communicationer, No. 97), or by the steamers mentioned under Nos. 93 and 95 of the Communicationer to *Sjursøen*, *Ormsund*, and *Malmøen*.

Longer Excursions. Travellers whose visit to Norway is limited to a few days only should endeavour to take one or other of the following short tours before leaving the country.

(1) To *Gjøvik* and *Odnæs*, and back by the *Randsfjord*, *Hønefos*, and *Krogkleven*, in 3-4 days. — This round may be hurriedly accomplished in 2 days: On the 1st Day by the morning train from Christiania to *Eidsvold*; by steamboat to Gjøvik; drive in the evening to Odnæs (39 Kil. or 24 Engl. M.) in 4 1/2 hrs.; on the 2nd Day by steamer from Odnæs to *Randsfjord;* thence by train, passing Hønefos, to Christiania. — It is, however, preferable to drive from *Hønefos* to (18 Kil.) *Sundvolden*, visit *Krogkleven*, drive to (23 Kil.) *Sandviken*, and return thence by train to Christiania. — Or the traveller may prefer to make an excursion from Christiania to Sundvolden and Hønefos, as above, and to return by railway, which may be easily done in two days. Comp. RR. 2, 13b, 15.

(2) To the *Rjukanfos* viâ *Kongsberg*, and back, 4-5 days (RR. 2, 3). — It is possible to accomplish this very interesting excursion in 3 1/2 days: On the 1st Day by early train from Christiania to *Kongsberg*; drive to *Tinnoset*, either viâ *Lysthus* in the Hitterdal, or viâ *Bolkesjø*, in 9-10 hrs.; 2nd Day, by steamboat on Mon., Thurs., or Sat. to *Strand;* drive to *Vaaer* in 3 hrs., visit the *Rjukanfos* on foot in 1 1/2 hr. (there and back), and return to Strand in 2 1/2 hrs. more; 3rd Day, by steamer on Sun., Tues., or Wed. to Tinnoset, and drive thence back to Kongsberg in 9-10 hrs.; next morning take the train for Christiania.

(3) To *Fredrikstad*, the *Sarpsfos*, and *Fredrikshald*, and back, in 2-3 days (R. 33); or there and back by railway in 1 1/2 day. — A steamer leaves Christiania every morning for *Fredrikstad* and *Fredrikshald*, and there are four weekly to Fredriksstad, where they unload, and *Sarpsborg* on the *Glommen*, 9 Engl. M. farther (arr. in the evening). Having slept at Sarpsborg, the traveller may next day inspect the fall of the Glommen, take the train to *Fredrikshald*, and return thence to Christiania on the

following day by steamboat in 7-9 hours. — Or the excursion may be made in two days: (1) By train from Christiania to Sarpsborg; visit the fall the same day; (2) By steamer (4 times a week) from Sarpsborg to Fredrikstad and Christiania. — By train the whole way there and back ($1^1/_2$ day), not recommended.

Travellers arriving at Christiania, or leaving it, by water will find a description of the beautiful fjord in RR. 5, 34.

2. From Christiania to the Randsfjord by Drammen and Hougsund.

142 Kil. (88 Eng. M.). Railway (*'Vestbane'*) in $4^3/_4$-6 hrs. (fares 7 kr. 40, 4 kr. 60 ø.), two trains daily; to *Drammen* express in $1^1/_2$ hr. (fares 2 kr. 95 ø., 2 kr.), ordinary train in $2^1/_4$ hrs. (fares 2 kr. 40, 1 kr. 60 ø.), four trains daily. The rails on this narrow-gauge line are only $3^1/_2$ ft. apart. The carriages are of two classes only, corresponding to the second and third in most other countries. — Finest views to the *left*.

The railway traverses beautiful scenery, particularly between Røken and Drammen and between Hougsund and Hønefos. The train passes a number of pleasant country-houses, villages, and farms, interspersed with manufactories. To the left lies the beautiful Fjord of Christiania, while to the right is the peninsula of Bygdø, with the white château of Oscarshall (p. 11) and numerous villas.

3 Kil. *Bygdø*, on the bay of *Frognerkilen*, is the station for Bygdø and Oscarshall (20 min.; see p. 10). Charming scenery. About $1^1/_2$ Engl. M. distant is *Kastelbakken*, where snow-shoe races ('Skirend'; 'Skier', snow-shoes) take place in winter. — 6 Kil. *Lysaker*, at the mouth of the *Sørkedalselv*, descending from the *Bogstad-Vand* (445 ft.), to which a beautiful route (4 M.) leads to the N. From the E. side of this lake a steep path ascends to the Frognersæter (p. 12).

To the right rises a range of porphyry hills, including the *Kolsaas* (1255 ft.; view similar to that from the Frognersæter), the *Skougumsaas*, and others. The Silurian strata are here intersected by dykes of greenstone, the most interesting of which is seen near (10 Kil.) *Høvik*, where it forms a lofty wall, 2 ft. in thickness, in the midst of the disintegrated slate. Farther on the train skirts the *Enger-Vand*, also to the right, and reaches —

14 Kil. **Sandviken** (*Harreschou*, well spoken of; skyds-station, near the railway-station, with telephone to Christiania), a beautifully situated village, the best starting-point for a visit to Krogkleven (see below).

Excursion to Krogkleven. — The road from Sandviken to Sundvolden and Hønefos diverges to the right from that to Drammen and ascends gradually, with the *Kolsaas* (see above) rising to the right. The highest point is 1070 ft. above the sea. It passes through the *Krogskog* and reaches the first station —

16 Kil. (pay for 22 Kil. in this direction) *Humledal*, situated high above the picturesque *Holsfjord*, an arm of the *Tyrifjord*

(230 ft.); striking view just below the station. — We then descend by the beautiful '*Svangstrands-Vei*' (p. 16) to the fjord, and follow its bank to the N. to —

13 Kil. (pay for 15 Kil. in the opposite direction) **Sundvolden** (**Inn*, R. 1 kr., B. 60, S. 60, D. 1 kr. 60 ø.; not a skyds-station, but carriages for hire). From this point we ascend by a rough path (advisably in the morning, if the weather is not clear) to (1½ hr.) ***Krogkleven**, a rocky height (*Klev*, 'cliff'), 1000 ft. above the inn, on the old road to Christiania (ascent through a romantic gorge, on foot or on horseback; horse 2 kr. 40 ø.). We first come to the (¾ hr.) *Klevstue* (1245 ft.), a poor inn, 5 min. below which, to the N.W., is *Dronningens Udsigt* (the Queen's View). Higher up (along the track to the W., following the white crosses on the trees) is the (25-30 min.) **Kongens Udsigt* (the King's View; 1455 ft. above the sea, 1240 ft. above the fjord), the finer point of the two. The prospect from this point in clear weather is superb, embracing the Tyrifjord with its islands, the district of Ringerike, the Jonsknut near Kongsberg (p. 20), the Norefjeld to the N.W., and the Gausta (p. 23) and other snow-mountains to the W. in the distance. Even the Hallingskarven (p. 86) in the Upper Hallingdal is said to be visible in clear weather.

The *View from the **Gyrihaug** (2215 ft.; 4 M. to the N.E. of Sundvolden) is said to be even finer, but its ascent is attended with more difficulty. It is generally made direct from Christiania viâ *Bogstad* (p. 13) and the *Sørkedal*, where fair quarters may be found at *Lyse*. The descent may be made through a narrow ravine to Sundvolden. — According to the legend the numerous islands in the Steensfjord are said to be stones once thrown by a giantess ('Gygr' or 'Gyvr') of the Gyrihaug for the purpose of destroying the church of Steen (see below), which missiles, however, including even one of her own legs, all came short of their aim and fell into the lake. Like the battle of the giants against Odin and Thor in the Edda, this legend is symbolical of the fruitless wrath of the powers of nature against the advance of human culture.

The road to Hønefos crosses the *Krogsund*, which connects the Tyrifjord with the *Steensfjord*.

The next station, 16 Kil. from Humledal and 3 Kil. from Sundvolden, is *Vik* (travellers in the reverse direction may drive on to Sundvolden without change of horses), about ¼ hr. beyond which, to the right, are the ruined church of *Steen* and (a little farther on) the tumulus of King Halfdan the Black (d. 860). After another ¼ hr. the road passes *Norderhovs Kirke* (375 ft.), in which Anna Kolbjørnsdatter is interred. She was the wife of the pastor of the place, and in 1716, while her husband was ill, succeeded by a stratagem in betraying 600 of the Swedish invaders into the hands of her countrymen.

11 Kil. *Hønefos*, see p. 18.

The train now ascends through cuttings in the rock and two short tunnels to (15 Kil.) *Slæbende*, where horse-races are held in June, and to (20 Kil.) *Hvalstad*, whence the picturesque *Skougums-*

aas (1130 ft.) to the W. may be ascended. It then crosses a wooden viaduct, 90 ft. high, and reaches —

23 Kil. *Asker* (340 ft.), from which the *Vardekolle* (1140 ft.), a massive hill of granite to the S.W., may be ascended for the sake of the view.

The train skirts the foot of the Vardekolle and passes the small lakes *Bondivand* (325 ft.; the property of an English ice-exporting company) and *Gjellumvand* (315 ft.). At the S. end of the latter is (29 Kil.) *Heggedal*, beyond which we pass the base of the barren *Brejmaas*.

Beyond (34 Kil.) *Røken* (440 ft.) the train turns abruptly to the W., traversing an uninteresting region and passing through numerous cuttings; but immediately beyond a tunnel, 240 yds. long, which penetrates the hilly barrier, a most picturesque and imposing *View, of the Drammens-Fjord, the town of Drammen, and the fertile valley of the Lier is suddenly disclosed to the left, rivalling the famous views from Chexbres above Vevey or from Optschina above Trieste. The road from Røken to Drammen descends at once to the fjord, while the railway passes through another tunnel and describes a long curve towards the N., descending gradually to the valley of *Lier* and the (46 Kil.) station of that name.

From Lier a pleasant route, with 'fast' skyds-stations, leads to the N., on the E. side of the valley, past the *Engerfjeld*, to the *Holsfjord*, the S. branch of the *Tyrifjord* (p. 14). 8 Kil. *Enger*. The road, now called **Svangstrands-Veien*, and famed for its picturesque beauty, next ascends the *Burderaas* and skirts the Holsfjord, at a giddy height above it, to (13 Kil.) *Humledal* (p. 14).

At Lier the train turns towards the S., traversing a fertile tract, and next stops at (51 Kil.) *Bragerø*, the E. end of *Drammen (Bragernæs)*; it then crosses the *Drammens-Elv*, and the island of *Møllerholm* or '*Holmen*' with its timber-yards, to the *Tangen* and *Strømsø* quarters, on the S. bank of the river, and reaches the principal station of (53 Kil.) *Drammen*, situated at the W. end of *Strømsø*, close to the bridge across the Drammens-Elv. This is the junction of the lines to Hougsund (carriages changed; p. 18) and to Laurvik and Skien (p. 31).

Drammen. — In *Strømsø:* *Central Hotel, opposite the station, entrance in a side-street, with restaurant, B. 80 ø., D. 2 kr., A. 40 ø.; Britannia, in the Frem-Gade, leading E. to Tangen. — In *Bragernæs:* *Hotel Kong Carl, in the Stor-Gade, near the market-place. — **Railway Restaurant* (cold viands only).

Cab with one horse, for 1 person 40 ø. per drive; with two horses for 2 persons 60 ø. — Omnibus from Bragernæs-Torv to Tangen.

Sommerfryd-Badeanstalt, on the E. side of Bragernæs, at the end of Erik-Børresens-Gaden, near the fire-engine station; *River Baths (Strømbad)* at Bragernaes.

British Vice-Consul, Mr. Karl Gram.

Steamboats to Holmestrand, Horten, and Moss daily; to Tønsberg and Sandefjord once weekly; to Liverpool once monthly.

Drammen, with 20,000 inhab., situated on both banks of the Drammenselv, consists of *Bragernæs* on the N. bank (rebuilt after

its almost total destruction by fire in 1866), *Strømsø* on the S. side, and *Tangen* to the S.E., which originally formed three distinct communities. The situation of Drammen on the estuary of the river, between hills of considerable height, is picturesque, and not without pretensions to grandeur. The pretty fjord extends down to Holmestrand (p. 31). The trade of the place is very considerable, consisting chiefly in the export of timber (annual value over 5,000,000 kr.), and of a quantity of zinc and nickel from Skouger and Ringerike. The commercial fleet of Drammen is one of the largest in Norway, vying in importance with those of Christiania and Arendal. Vessels of large tonnage can load and discharge at the stone quays of Bragernæs.

The railway-station lies at the S. end of a *Timber Bridge*, crossing the Drammenselv and connecting Strømsø and Bragernæs. The bridge affords a pleasant promenade in hot weather, on account of the cool breezes always blowing up or down the valley. Charming prospect in every direction; the Brandposten (see below), with its two flagstaffs, is conspicuous on the hillside to the right.

The bridge leads from the station to the *Bragernæs-Torv*, the chief market-place, in which, to the right, are the *Exchange* (with the *Post and Telegraph Offices*, entrance in the Stor-Gade), and facing us the *Raadhus* and *Byret* (court-house), with the inscription *Ret og Sandhed* ('justice and truth'). Ascending hence in a straight direction, between the two small towers of the Kirke-Gade, we soon reach the conspicuous BRAGERNÆS CHURCH, a handsome Gothic brick edifice by *Nordgrén*, built after the fire of 1866, and consecrated in 1871. The interior is embellished with a Resurrection by *Tidemand* (d. 1876), and an *Angel over the font by *Borch*. (The 'Kirketjener', or sacristan, lives in the one-storied white wooden house opposite the sacristy, to the left; fee $^1/_2$-1 kr.)

Proceeding to the E. from Bragernæs church, we reach (12-15 min.) the *BRANDPOSTEN, one of the finest points of view near Drammen, affording an extensive prospect of Tangen, Strømsø, and Bragernæs, of 'Holmen' (p. 16), the valley of the Drammenselv, and the fjord. The veranda of the watchman's house is always accessible. Cannons are fired here when a fire is observed in the town.

The road ascends hence to the (35-40 min.) *Klopkjærn* (755 ft.), a sequestered lake in the midst of a wood, whence the town derives its water-supply. To the right is a small house where refreshments are sold. A footpath (difficult at one point) ascends to the right in 5 min. to *Prinds Oscars Udsigt*, which affords a good survey of the Lierdal and the fjord.

A promenade called the 'Oscarsstien' connects the Klopkjærn with the beautiful points of view on the slopes of the *BRAGERNÆS-ÅAS, which may also be reached direct in 35-40 min. by a zigzag road, provided with numerous benches ('Albumstien'). The views embrace the town and fjord, and the valley up to Hougsund and

Kongsberg. The finest points, the *Toppen*, *Furulund*, and **Breidablik*, are marked on the plan. The last affords the best view up the valley, seen to most advantage at sunset.

The Railway to Hougsund (Hønefos, Kongsberg) ascends the broad valley of the Drammenselv. The best views are to the right. 56 Kil. *Gulskogen;* 64 Kil. *Mjøndalen.*

70 Kil. **Hougsund** (**Rail. Restaurant; Mr. J. Jacobsen*), the junction of the Randsfjord and Kongsberg lines. To the W. rises the *Jonsknut* (2952 ft.; p. 20). In the vicinity is the *Hellefos*, a fall of the Drammenselv, where large numbers of salmon are caught. — Passengers for *Kongsberg* change carriages here (see p. 19).

The Randsfjord train continues to ascend the Drammenselv, which forms a number of picturesque waterfalls and cataracts, and we enjoy a succession of beautiful views on both sides. The river is crossed several times. — 75 Kil. *Burud.* Beyond (80 Kil.) *Skotselven* the train crosses the Drammens-Elv, which here forms the *Døviksfos*, and next stops at (86 Kil.) **Aamot,** on the left bank of the river. On the opposite bank are seen the waterfall of the *Simoa*, a tributary of the Drammens-Elv, and the *Nykirke.* The scenery at this point is remarkably fine. A little farther on is the influx of the *Snarums-Elv*, descending from Lake Krøderen and the Hallingdal. Recrossing to the right bank, the train next stops at (92 Kil.) *Gjethus*, near the *Gravfos.* A charming walk may be taken hence to the *Hirsdal* with the *St. Olafsgryder*, large giants' cauldrons.

96 Kil. **Vikersund,** the junction of a branch-line to *Lake Krøderen* (p. 82), situated at the point where the Drammenselv issues from the *Tyrifjord.* A bridge crosses the river here to the church of *Heggen*, from which a road leads along the S. bank of the Tyrifjord to the *Holsfjord*, the S.E. arm of the lake (p. 14).

A pleasant drive may be taken from Vikersund (carriages at the station, or at the neighbouring posting-station *Krona*) to (4 Kil.) **St. Olafs-Bad,** one of the most frequented watering-places in Norway, with a chalybeate spring, mud-baths, inhaling apparatus, and other appliances. The beautiful forests in the environs, the picturesque views of Ringerike and the Tyrifjord, and the *Kaggefos* and other falls of the Snarumselv are among the chief attractions of the place. This district is moreover the scene of many traditions connected with St. Olaf. About 5 Kil. to the W. are the *Cobalt Mines of Modum*, worked by a German company, and the *Haugsfos.*

Beyond Vikersund the train skirts the W. bank of the *Tyrifjord*, of which it affords beautiful views to the right. The wooded hills on the opposite bank are the *Krogskog* (with the *Krogklev*, p. 15) and the *Gyrihaug* (p. 15). 105 Kil. *Nakkerud;* 111 Kil. *Skjærdalen* (steamer to Gomnæs and Sundvolden, see p. 15); 119 Kil. *Ask.* The train now quits the Tyrifjord.

124 Kil. **Hønefos** (**Glatved's Hotel*, with a garden, pleasantly situated in the N. part of the town; *Jernbane Hotel*, near the station, good view, well spoken of; *Skyds-Station*, in the S. part of the town, near the church), a small town with 1300 inhab., ravaged

Haukelid (Hardanger)
Sauerflot
Haukelid Fj.
Glugvard Eggen
Totak V.
Enden Fj.
Brands Nt.
Börte Heiene
Orm Eggene
Urdnoset
Skafse
Dalen
Eidsberg
Gravdal
Tveiten
Grunge V.
Guri Fj.
Langeid V.
Langefj.
Fillefjeld St.
St. Midt Fj.
Fosth Nt.
Sigurd Tind
Säbjörn Nt.
Strand V.
Öystein Fj.
Botne
Omnefjeld
Urd V.
Urd St.
Reine V.
Smak V.
Byklestigen
Steinbu
Kvikevold
Kvike V.
Finar V.
Brei V.
Bjaa
Sels V.
Viervad
Bergbu Fj.
Raakedals V.
Fiskemo V.
Gammel St.
Grundo V.
Lange V.
Fjelstue
Selsvasdalen
Omlid Nt.
Fossen
Gran Nt.
Everbi V.
Botten
Rafdal
Flaathyl
Gugaard
Midtveit
Lökje St.
Ödegaard
Urdabö
Flolkj. St.
Geislaus
Margrit V.
Smörvik
Kjola
Finbu
Bordalen
Bordal V.
Havredalen
Bordaseggen
Ormoteggen
Padde Kj.
Vidje Eggen
Loft Nt.
Orme Kj.
Sauer Kj.
Gjett Nt.
Midt Nt.
Helle V.
Urd Nt.
Urd V.
Björne V.
Bru Kj.
Möredalen
Mörc V.
Gras Nt.
Urdvas Nt.
Varde Kj.
Vattendals Nt.
Renhorn Nt.
Kovesand
Reinar V.
Hamere Fj.
Kols Nt.
Grislen Kj.
Ugle V.
Uglefjot
Steravolden
Stok Holmen
Vaarjosvolden
Valasjo E.
Etise Egg
Goddok Eg
Aade Eg
Egge Flot
Mjösstrand
Mo Fj.
Mogen
Haug
Läger
Argehaug
Gjuvik
Rauland
Totak V.
Rolands Fj.
Bitdals V.
Vaag
Tveiten
Thveiten
Besse Fj.
Eidsberg
Dalen
Skafse
Väggene Fj.
Myr V.
Hegg
Vingeraas V.
Näs
Rauland
Kanservand
Briske V.
Bredvik St.
Otter E.
Auer V.
Harte V.
Vatndals V.
Steinbu
Byklestigen
Geograph. Anstalt von

(Moser Vand) (Skien, Langesund)

Wagner & Debes, Leipz

by a serious conflagration in 1878, lies at the confluence of the *Bægna* or *Aadalselv*, which descends from Lake Spirillen, and the *Randselv*, coming from the Randsfjord. The river formed by them is called the *Storelv*, and empties itself into the Tyrifjord, whence it afterwards emerges under the name of *Drammenselv* (p. 16). The Bægna-Elv, just before its junction with the Randselv, forms two waterfalls, of which that to the N. is rather a huge cataract, and which are together known as the ***Hønefos.** Though of no great height, these falls are quite worth seeing (at least for travellers who have not yet visited the large falls in Telemarken or Hardanger), especially during the 'Flomtid' or 'Flaumtid' (flood time) in May and June, when the volume of water is very imposing. A fine view of the falls and the environs is afforded both from the bridge that crosses the rivers above the town, and from the two within the town close to the falls. As is so often the case in Norway, a number of flour-mills and saw-mills are congregated here for the sake of the motive power afforded by the falls. A channel on the left bank of the N. fall conveys the timber to the mills with immense velocity. A road on the left (E.) bank of the Aadalselv leads in 1 hr. to the *Hofsfos*, another fine fall, close to the railway to Heen.

The ***Ringkollen** (2265 ft.), 5 M. to the E. of Hønefos, is very beautiful. To reach it we drive (ca. 1 hr.) to *Gjermundbo* and ascend thence with a guide in 1½ hr.

From Hønefos to (14 Kil.) *Sundvolden*, from which we ascend *Krogkleven*, see p. 15; carrioles may be ordered at the hotel.

131 Kil. **Heen** *(Heen's Hotel; Skovheim)* is a posting station. — To *Lake Spirillen*, see pp. 88, 89.

Turning suddenly to the E., the train skirts the *Højaas* (1490 ft.) and the *Askelihoug* (1410 ft.), traverses a wooded district thinly peopled, and finally stops at —

142 Kil. (88 Engl. M.) *Randsfjord Station* (*Inn), see p. 91.

3. From *(Christiania)* Hougsund to Kongsberg and the Rjukanfos.

From Hougsund to Kongsberg, 28 Kil. (17 Engl. M.), Railway in 1⅓ hr. (fares 2 kr. 65, 1 kr. 15 ø.). — From Kongsberg to *Tinoset*, 50 or 60 Kil. according to route (31 or 37½ M.), by Carriage in 10 hrs., including stoppages (or by carriage only to Bolkesjø, 4-4½ hrs., then by boat across the Folsjø, and walk to Tinoset, 5 hrs.). — From Tinoset to *Strand*, 30 Kil. (18½ Engl. M.), Steamboat in summer daily except Sun. in 2¾ hrs. (2 kr.), starting at 11 a. m. (in the reverse direction about 8 a. m.). — From Strand to the *Rjukanfos*, Drive of 3 hrs. to (22 Kil.; 14 M.) Vaaer and Walk thence of ¾ hr.

From Christiania to *Hougsund*, see pp. 14-18. The railway to Kongsberg (finest views on the left) next stops at —

5 Kil. *Vestfossen*, with several manufactories, near the beautiful *Ekersjø* or *Fiskumvand* (60 ft.), bounded by lofty mountains on the E. side; 11 Kil. *Darbo;* 15 Kil. *Krekling*, where the slate-

formation predominates. Farther on we obtain a view of the mountains towards the S. At (22 Kil.) *Skollenborg* sandstone makes its appearance and the country becomes sterile. The *Labrofos* (p. 21) lies 1 Engl. M. to the S. of Skollenborg. To the left is the *Skrimsfjeld* (see below). The train approaches the *Laagen*, which descends from the Numedal and forms a waterfall, and stops at —

28 Kil. **Kongsberg.** — **Hotels.** VICTORIA, at some distance from the station, in the W. part of the town, on the right bank, R. & L. 2, A. ½ kr., B. 80 ø.; BRITANNIA, on the left bank, near the station, well spoken of; SKANDINAVIE, also near the station. All three hotels are often crowded in summer.

Carriages to *Tinoset:* Carriole for 1 pers. 15, there and back 23 kr. 46 ø.; carriage with 2 horses for 2 pers. 30 or 49 kr. 68 ø., for 3 pers. 36 or 62½ kr. Those who detain the carriage in Tinoset for more than one night pay 4 kr. extra per horse for each day. To *Bolkesjø* or *Hitterdal*, carriole 8 kr. 12, carriage with 2 horses for 2 pers. 12 kr. 96, for 3 pers. 16 kr. 20 ø.

Kongsberg (490 ft.), an uninviting but not unpicturesque town, situated on the *Laagen* or *Laugen*, in the S. part of the *Numedal* (p. 24), contains 4560 inhab. (formerly twice as many), who are almost all supported by the neighbouring silver-mines. Most of the houses are timber-built, but the large *Church* and the *Raadhus* are substantial stone edifices. The former was erected in the middle of last century, when the population of the town was about double the present number. The town owes its origin to the *Silver Mines* in the vicinity, which are said to have been discovered by goat-herds, and was founded in 1624 in the reign of Christian IV. In the town itself are situated the *Smeltehytte*, or smelting-works, where specimens of the ore may be purchased, the *Mynt* (mint), and a government *Vaabenfabrik* (weapon-factory), the last of which is near the Hammerfos. The rapid Laagen is crossed by two bridges. A monument to Christian IV. was erected here in 1883.

The SILVER MINES OF KONGSBERG, the property of the government, now yielding an annual profit of about 12,500*l.*, were discovered early in the 17th cent. and have been worked with varying success. Of more than a hundred mines opened since the first discovery of the ore, four only are now of any importance. The principal of these is *Kongens-Grube*, about 6 Kil. to the W.S.W. of the town, which is nearly 2000 ft. in depth, and a little to the N. of this mine are the '*Gottes-Hülfe*', the *Armen-Grube*, and the '*Haus-Sachsen*' mines. Besides the perpendicular shafts descending to these mines, there are two level shafts or adits, the *Fredriks-Stollen* and the *Christians-Stollen*, entering them from the hill-side, the latter being 300 ft. below the other and connecting all the mines, the aggregate length of which is upwards of 3 Engl. M. — Permission to visit the mines is obtained at the offices in the market-place, but the expedition is a laborious one, which hardly repays the fatigue (guide 2 kr.). The veins of native silver which the mines contain are mingled with sulphuret of silver and copper pyrites, occurring generally in layers of calcareous spar. Beautiful argentiferous crystals are also frequently found. The finest yet discovered is now in the University Museum of Natural History at Copenhagen.

The **Jonsknut** (2950 ft.), which rises a short distance beyond the Gottes-Hülfe and Haus-Sachsen mines, commands an admirable view of the Gausta and other mountains of Telemarken to the W. Near the Jonsknut rises the *Skrimsfjeld* (2946 ft.), 10 Engl. M. to the S. of the town, and also commanding a beautiful view.

About 2½ M. to the S.E. of the town the Laagen forms a very fine waterfall called the **Labrofos**, 140 ft. in height, which is well worthy of a visit. — Another fine fall of the same river is the *Hvitingfos*, 20 Kil. (12 M.) from Kongsberg, on the Laurvik road.

FROM KONGSBERG TO TINOSET there are two routes, the shorter and more picturesque but rougher road viâ Bolkesjø, and the high-road viâ Hitterdal. The former route is generally preferred in going, the latter in returning. (An account of the 'Rodestolper' passed *en route* will be found at p. 122; numerous snow-ploughs.)

a. VIA BOLKESJØ. We first follow the road ascending the Numedal on the right bank of the Laagen for 4 Kil. (see p. 25), and then turn to the left into the *Jondal* and ascend through the pines on the right bank of the *Jondals-Elv*. Farther on we cross to the left bank. After about 4 hrs. (including a short halt for rest) we reach the culminating point of the route (1825 ft.), where a magnificent view of the mountains of Telemarken is suddenly unfolded. The most conspicuous heights are the *Lifjeld* (p. 27) and the *Gausta* (p. 23), which appears from this point in the form of a blunted cone. A little before Bolkesjø, a softer charm is added to the landscape by the presence of two lakes in the foreground, the *Bolkesjø* (1030 ft.) and the greater *Folsjø* (710 ft.).

28 Kil. (from Kongsberg) **Bolkesjø** (1285 ft.; *Hotel and Sanatorium*, commanding a fine view) — [Walkers may cross the Bolkesjø and Folsjø by boat (traversing the isthmus between these lakes on foot) to Vik (½ hr.) and thence walk to (3½ hrs.) Tinoset.]

Beyond Bolkesjø the road leads through wood, high up on the N.W. bank of the *Folsjø*, commanding several views of the *Bleifjeld* (4490 ft.) to the right. At the W. end of the lake lie the houses of *Vik*, about 1¼ hr.'s drive from Bolkesjø. The *Tinn-Elv* soon comes into view on the left; the road descends and crosses the stream near the church of *Grandsherred*. About 5 min. later (1¼ hr.'s drive from Vik) we reach the high-road described below, on which a drive of 35 min. to the N. brings us to Tinoset.

b. VIÂ HITTERDAL. The road at first runs towards the S., but after 4 Kil. turns to the W. into the valley of the *Kobberberg-Elv*. To the right rises the *Jonsknut* (p. 20). The road then gradually ascends the wooded *Medheia* and after 2-2½ hours reaches *Jerngruben* (tolerable inn; 1350 ft.), where the horses are usually rested for an hour. Beyond Jerngruben the road continues to ascend for some distance, and then traverses the plateau (1450 ft.) in numerous undulations. On emerging from the forest it begins to descend into the Hitterdal, commanding a beautiful view; in front the mountains of Telemarken, the *Himingen* (3450 ft.; p. 27) and the *Hæksfjeld*, to the left the Hitterdalsvand. Our road unites with that coming from Skien and skirting the E. bank of the *Hitterdalsvand* (p. 34).

28 Kil. (pay for 36) **Notodden** (**Hôtel Furuheim*, kept by J. G. Thomassen, R. 1¼-2 kr., D. 2 kr., B. 80 ø.; horses obtainable;

Victoria, with the skyds-station, near the pier of the Hitterdal steamers, p. 34, well spoken of), near the N. end of the Hitterdalsvand. The drive from Kongsberg to Notodden takes 4½ hrs., that in the reverse direction at least 5½ hrs. The horses are rested here 2 hrs., during which the traveller should dine.

The road now crosses the *Tinn-Elv* by a bridge which affords a view of the ***Tinnfos**, a beautiful waterfall formed by the river here.

The best point of view is the mill, close to the fall. The road, which is here almost level, then passes some unimportant inns and the old skyds-station of *Lysthus*. About 6 Kil. from Notodden, to the right, lies the —

***Hitterdals Kirke**, a grotesque-looking timber-built church, resembling the ancient church of Borgund (p. 97), and one of the greatest architectural curiosities of Norway. The style of architecture and general character of the ornamentation of the singular Norwegian 'stavekirker' relegate them to the 12th cent., the capitals of the pillars and the mouldings almost exactly corresponding, so far as the difference of material allows, to the details of Anglo-Norman architecture of the same period (Fergusson). They are constructed, like block-houses, of logs laid horizontally above each other and kept in position by strong corner-posts. The walls are surmounted by a lofty roof, the artistic construction of which was originally left open to view in the interior, though now, as in this case, often concealed by the interposition of a plain ceiling. The quadrangular nave is adjoined by a semicircular choir. Round the exterior of the building runs a low arcade *(Lop)*, probably added as a protection against snow and cold; the lower part is closed, while the upper part is open and supported by small columns. Above the roof of this arcade appear the windows of the aisles, over which rises the nave, surmounted by a square tower with a slender spire. The windows of the aisle are an innovation, the original design having only small air-holes in their place. The capitals of the pillars, the doors and door-frames, and other suitable parts of the edifice are embellished with elaborate and fantastic carvings, representing entwined dragons, intermixed with foliage and figures. The projections from the ridges of the roof and gables are also carved in grotesque forms. The church has suffered greatly from an unskilful restoration made in 1850. The key *(Nøglen)* is obtained in the parsonage, opposite the entrance to the church.

The road from Hitterdal to Tinnoset (26 Kil.) is tolerably level the whole way. The gaards of *Bamle* and *Kaasa* are passed. To the left the Himingen and the Hæksfjeld long remain conspicuous. To the right rises the *Kjøivingfjeld* (2265 ft.), which our road skirts towards the N., while the road to *Landsværk* (p. 27) diverges to the left. We now ascend the course of the *Ørvælla*, a small river which has forced its way through huge masses of debris, overgrown with pines and firs. The road crosses the river several times. At the

'Plads' *Bakken*, 21 Kil. from Notodden, the horses are rested. The road from Grandsherred and Bolkesjø (p. 21) joins ours on the right, 5 Kil. farther on. After 5 Kil. more we reach —

32 Kil. (from Notodden; a drive of about 5 hrs.) **Tinnoset** (*Kaali's Inn*, close to the steamboat-pier, tolerable, often full, R. 1 kr. 20, S. 1 kr. 20 ø.), a group of scattered houses at the S. end of the **Tinnsjø** (615 ft.), a lake about 22 Engl. M. long and 1-1½ M. in width, enclosed by barren and precipitous mountains. A small screw-steamboat ('Gausta') plies on the lake daily (see p. 19) between Tinnoset and *Sigurdsrud* at the N. end. Fare 2 kr.; hire of the whole steamer for an excursion 36 kr. for 9 pers., each additional person 2 kr. more. Small boat to Strand 13 kr. 60 ø. (not recommended).

The Tinnsjø on the whole resembles the Spirillen, but the banks are even lower then those of that lake. The steamer calls at two intermediate stations, *Sanden* (to the left) and *Hovin* (to the right). The finest point in the scenery is the *Haakenæsfjeld*, which the steamer skirts. Soon after, 2¾ hrs. after leaving Tinnoset, we reach —

Strand (**Fagerstrand's Hotel*, at the pier, R. 1½, D. 2, S. 1 kr., B. 80 ø.; *Ørnæs*, new, well spoken of; *Framnæs*, 2 min. from the pier, only takes travellers when the others are full), near the church of *Mæl*, at the mouth of the *Maan-Elv*. Carriole for 1 pers. to Vaaer 3 kr. 60, there and back 5 kr. 40 ø.; stolkjærre for 2 pers. 5 kr. 40, 8 kr. 10 ø.; one-horse carr. there and back, 2 pers. 10, 3 pers. 12 kr.; two-horse carr. for 2, 3, or 4 pers. 12, 14, 16 kr.; if kept overnight, 2 kr. extra.

The good, and for the first 18 Kil. tolerably level, road ascends the beautiful *Vestfjord-Dal*, on the left bank of the Maan-Elv. To the right opens the *Haakedal*, from the sides of which several waterfalls precipitate themselves into the valley below. The long and imposing ridge of the Gausta, with its snow-furrows, becomes visible to the left soon after leaving Strand. In 1 hr. we reach (9 Kil.) *Nyland* (small *Inn; carriages dear), the station for the ascent of the **Gausta** (6180 ft.; view disappointing), the highest mountain in S. Norway (ascent 6, descent 4 hrs.; guide 6 kr.; the night may be spent at the sæter of *Svineroi*, 3 hrs. from Nyland).

We pass (3 Kil.) the straggling village of *Dale* (no inn), at the foot of the Gausta. (From Dale to Landsværk, see p. 27.) About 6 Kil. farther on the ascent becomes steeper. Looking back, we observe the Gausta presenting the appearance of a single sharp cone. Skirting the superb valley on the left, we at length reach (5 Kil.) *Vaaer*, a poor mountain hamlet (no inn), 22 Kil. from Strand (a drive of 3-3½ hrs.), where we alight. A steep and at places fatiguing footpath (guide unnecessary) ascends hence to (¾ hr.) *Krokan* (2300 ft.; *Inn of the Turistforening, small and often full, R. 1 kr. 60 ø., S. 2, B. 1 kr. 20), about 250 paces beyond which is the point where the magnificent ***Rjukanfos** ('reeking' or 'foaming

fall') bursts upon the view. This waterfall, formed by the large Maan-Elv, is one of the finest in Europe and is about 800 ft. in height. The scene is stupendous in the early summer, when the river is swollen with melted snow. The adjuncts of the fall are also remarkably picturesque. The point of view which we have reached is about 500 yds. from the fall, but it is scarcely advisable to attempt a nearer approach. Some of the projecting rocks are not very secure. A well-defined path (somewhat slippery in wet weather), which the traveller should not quit, leads to the valley (10 min.), affording a view of the fall from below.

From the Rjukanfos to the Hardanger Fjord. There are two practicable but somewhat trying routes for pedestrians and riders from the Rjukanfos to the Hardanger Fjord, one to Odde, and one to Eidfjord; the former is the easier. Guide at Krokan (bargain desirable).

To Odde, 4-5 days. 1st Day. From Krokan to *Holvik* (°Inn), on the *Mjøsvand* (2945 ft.), a walk or ride of 4 hrs. by a fatiguing path, on which snow sometimes lies early in the season. To the W. are the huge *Raulandsfjeld* (5175 ft.) and the *Theseggen*. The dreary-looking *Mjøsvand*, 22 Engl. M. long, and 1-2½ M. broad, is then crossed by boat, passing *Mjøsstranden*, to (3½ hrs.) the W. bank, whence a path, very rough and marshy at places, leads across the *Bitdalselv*, in 6 hrs. to *Rauland* (Inn, tolerable), on the N. bank of the *Totakvand* (2230 ft.), or to *Berge* (Inn, fair), also on the lake, a little farther on. [A rough and marshy ridle-path leads direct from Holvik to Berge in 7-8 hrs.; or we may row rom Holvik to *Erlandsgaard* in 1 hr., walk to *Gibøen* in 2 hrs., cross the S. arm of the Mjøsvand in ½ hr., and walk to Berge, passing the fine aard of *Gjuveland*, in 5 hrs.] — 2nd Day. Row from Rauland or from Berge to *Kosthveit* (slow station) in 1 hr., and drive or ride thence in 2½ hrs. by a rough road to (14 Kil.) *Jamsgaard i Vinje*, and thence to (4 Kil.) *Heggestøl*, *Botten*, and *Haukelt* (see p. 29). [We may also row from Berge or Rauland to *Brunelid* in 2 hrs., then ascend through the steep *Grungedalsbygd* to Nylænd (p. 28) in 3½ hrs., and go on thence to *Haukeli*.] From Haukeli to Odde (two days), see p. 30.

To the Vøringsfos and Eidfjord, 3-4 days, for pedestrians only. 1st Day. From Krokan to Holvik (see above) in 4 hrs.; row thence in 3½ hrs. to *Mjøsstrand*, and in 3½-4 hrs. more to the upper end of the lake; walk in ½ hr. to *Mogen* (poor quarters). — 2nd Day (with guide to Eidfjord, 16 kr.). The path ascends towards the N.W. to the (6 Kil.) *Gjuvsjø*, a lake abounding in fish, passes several small tarns on the left, and crosses (9 Kil.) the *Gjuvaa* or *Skvætta*. It next passes three mountain-lakes, where the soil is boggy and the scenery very desolate. The *Fjeldsjø* remains to the left, the *Lakensjø* and the large *Normandslaagen* (4155 ft.) to the right. Lastly we cross the *Bessaelv*, a considerable stream which falls into the Normandslaagen, and here, after a laborious walk of 12-13 hrs., we spend the night in the *Bessabu*, a small stone hut which affords no accommodation beyond shelter. (It is, however, preferable to spend the night in the fisherman's hut of Ole Vik of Hardanger, reached before the Bessabu.) — 3rd Day. Our route continues to traverse the wild and bleak mountain scenery of the *Hardanger Vidda*, occasionally crossing snow, to (25 Kil.) *Bærrastølen*, a walk of 5-6 hrs., whence a good path leads in 2 hrs. to the (9 Kil.) *Vøringsfos*, near which is the farmhouse of *Høl*, where if necessary the night may be spent. From Høl to *Eidfjord* 3½-4 hrs.

From Kongsberg to the Hardanger Fjord through the Numedal.

This excursion takes 4-5 days. Of the three great routes (comp. pp. 81, 88) leading from E. Norway across the Fjeld to W. Norway, this is the least attractive. Fine scenery, however, is not altogether lacking,

while the inhabitants have retained more of their primitive characteristics than those of Valders or the Hallingdal, and the interest of their country is enhanced by numerous traditions. A carriage-road with fast stations leads through the Numedal to *Brøslerud* (123 Kil. or 75 Engl. M.), from which driving is also practicable to *Floten*, 11 Kil. farther, beyond which the traveller must ride or walk.

The road follows the right bank of the *Laagen*, which descends from the *Nordmands-Laagen* in Hardanger (1500 ft.; see p. 24). As far as *Skjønne*, where the Laagen and *Opdalselv* unite, the scenery is somewhat monotonous.

17 Kil. *Svennesund*. Farther on we pass the church of *Flesberg*, situated on the left bank of the Laagen. The next stations are (13 Kil.) *Høimyr*, (17 Kil.) *Alfstad*, and (17 Kil.) *Helle*, at the S. end of the *Kravik-Fjord* (868 ft.). The district between the church of *Væglid* and Skajem is picturesque. The road runs for 22 Kil. along the bank of the *Kravikfjord* and *Norefjord*, which had better be traversed by boat, and passes many thriving farm-houses. One of the old buildings of *Gaarden Kravik* is said to date from the 12th century. The *Nore-Kirke*, on the W. bank of the Nore-Fjord, an old timber-built church now doomed to demolition, contains interesting paintings and inscriptions in a kind of hieroglyphics, the objects (eyes, ears, animals, the devil, etc.) themselves being represented. — The *Eidsfjeld* (4940 ft.), rising to the S., may be ascended from Nore in one day.

25 Kil. *Sævli* lies at the N. end of the Nore-Fjord, and 3 Kil. farther is **Skjønne** (920 ft.), an ancient 'Tingsted', or place of assize, where good accommodation is obtained.

From Skjønne across the Fjeld to *Hol* in the Hallingdal, 1½-2 days. The bridle-path ascends rather steeply, skirting the Laagen, which rushes through its channel far below, and passing the *Øygaarde*, to the (11 Kil.) S. end of the *Tunhøvd-Fjord* (2625 ft.). At *Haga* we take a boat and ascend the lake, being towed through several rapids, to the (22 Kil.) N. end. Then a steep ascent to *Tunhøvd*, a hill-farm, where good quarters for the night are obtained. Next day we cross monotonous 'Heier' (barren heights), skirting the *Rødungsvand* (810 ft.) and the base of the *Sangerfjeld* (3900 ft.), and passing several sæters, and at length reach *Hol (Hammersbøen)* in the Hallingdal (p. 87).

A little beyond Skjønne the road enters the *Opdal*, and the scenery becomes very picturesque. Within the next 8 Kil. (5 Engl. M.) the road ascends 600 ft. to the *Fennebufjord* (1525 ft.), at the W. end of which is (13 Kil.) *Liverud*. Thence to (21 Kil.) *Brøsterud* (2550 ft.) a continuous and somewhat monotonous ascent.

From Brøsterud to *Hol* in the Hallingdal a mountain-path leads in 1-1½ days. It crosses a hill (3800 ft.) whence the Hallingskarv (5735 ft.) to the N.W. and the whole of the Jotunheim chain are visible, and then descends past the *Vass* and *Høfde* sæters to *Kjønsaas* in *Dagalid* (2750 ft.). We again cross the mountain to the *Skurdal* (2740 ft.; poor quarters), and then another height to the *Ustadal*, pass several farms, and reach *Hammersbøen* and *Hol* (p. 87).

For the route across the mountain '*Vidda*' ('width', or 'expanse') to the Hardanger (100 Kil., a journey of two days at least) a guide should be engaged either at Brøsterud, or, if possible, lower down the valley (12 kr.), and a supply of provisions ob-

tained. The route starts from the *Floten* farm (2390 ft.), 2½ Kil. to the N. of Brøsterud (good quarters), at first follows the sæter-path, and then traverses a lofty plateau (4000 ft.) commanding an extensive view in every direction. It passes the S. side of the *Solheimsfjeld*, the *Skarsvand*, and the *Ylgelidsæter*, and then leads round the *Høljebrøtefjeld* to the *Gjetsjø*, where the *Laagen* is crossed by boat. We next proceed either direct along the *Store Normandsslæbet* to the *Holmetjern* (see below), passing the night in one of the fishermen's huts on the Gjetsjø (indifferent quarters), or gon on to *Hansbu* (3380 ft.), a fisherman's hut at the E. end of the *Langesjø* (3990 ft.), which affords poor quarters for the night (45 Kil. from Floten). — Next morning our route leads round the *Rødhellerfjeld* (4690 ft.) to the N.W. to the *Holmetjern*, and then, crossing the boundary between the Numedal and the Hallingdal Fogderi, and skirting the *Svinta*, reaches the *Nybu-Sætre* (3600 ft.), on the *Nybusjø*, the first on the W. side of the fjeld *(Vestenfjeldske Norge)*. Beyond this we generally follow the course of the *Bjøreia*, which lower down forms the Vøringsfos (p. 61), and cross snow-fields, brooks, and marshes. The path is marked by 'Varder', or signals, as far as *Storlien*, and thence to *Maursæt* (2370 ft.) and the gaard of *Høl* it cannot be mistaken (comp. p. 87).

4. From Christiania to Odde.

Telemarken.

Comp. the Maps, pp. 18, 32.

TELEMARKEN, one of the most picturesque districts in Norway, extending from the vicinity of Kongsberg on the E. to the Haukeli-Sæter on the W., and from Kragerø on the S. to the Hardanger Vidda on the N., boasts of several beautiful lakes, a number of fine waterfalls, and much wild mountain scenery. Many of the lakes afford excellent trout-fishing, so that, if the pursuit of angling be combined with the exploration of the scenery, several weeks might most pleasantly be devoted to this district alone. Some of the mountains and forests also afford good shooting. The following description embraces the two chief routes through the district from E. to W. Comp. also R. 3.

a. VIÂ KONGSBERG.

402 Kil. (250 Engl. M.). RAILWAY to *Kongsberg*, 98 Kil., see p. 19; carriage-road thence to *Odde*, with fast stations, 299 Kil. (carriole or stolkjærre with springs 17 ø. per kilomètre; kjærre for 2 pers., generally uncomfortable, 24 ø.).

This fine route may be accomplished with tolerable ease in 5 days, but 8-10 days should, if possible, be devoted to the journey and the points of interest on the way. Travellers by this route desirous of seeing the Rjukanfos and of avoiding the rough route thence to Holvik, the Totakvand, and Jamsgaard (p. 24) may visit the waterfall from Lysthus, returning thither by the same route, in 2 days. The direct route may be conveniently divided into the following stages: — 1st Day. Railway to *Kongsberg* (dep. early in the morning, arr. about noon); drive to *Landsværk* (17 Kil. beyond Lysthus, the station for the digression to the Rjukanfos) in 8-9 hrs. — 2nd Day. Drive to *Mogen* in 10-12 hrs. — 3rd Day. Drive to *Haukeli* in 12 hrs. — 4th Day. Drive to *Reldal* in

4 hrs., and either go on the same day to *Odde*, or — 5th Day. Drive to *Odde* in 9-10 hrs.

From Christiania to *Kongsberg*, and thence to *Notodden (Furuheim)* and the church of *Hitterdal*, see R. 3. About 10 Kil. beyond Hitterdal the road to the *Tinnsjø* (p. 23) diverges to the right (N.), while our route leads to the W. — Pedestrians will be repaid by leaving the high-road 5 Kil. beyond *Hitterdals-Kirke* (p. 22), crossing the river, ascending the *Himingen* (3450 ft.), an isolated, pyramidal hill which commands an admirable view in every direction, and descending thence to *Mosebø* (see below), a walk of 7-8 hrs. (guide desirable).

19 Kil. **Landsværk** *i Sauland* (poor station), amid picturesque scenery. Better accommodation at (2 Kil. farther) *Kleppenhagen* (Hôtel Løvheim, moderate). — 2 Kil. farther on, *Mosebø*.

From Mosebø to Dale in the *Vestfjorddal*, or *Maanelv Valley* (p. 24), ca. 40 Kil. (25 Engl. M.). — Carriage-road to *Bøen* in the *Tudal*, 23 Kil. (14½ Engl. M.); thence by a sæter-path (guide necessary) across the spurs of the *Gausta* and past the *Langefond-Sæter* to *Dale* in 4-5 hrs (a long, but in many respects interesting day's journey). By sleeping at Bøen and starting very early next morning, we may ascend the Gausta on the way.

As we ascend the valley the scenery becomes wilder and more imposing. Passing the *Hjærsjø* (490 ft.) on the left, we next stop at —

17 Kil. **Skeje** *i Hjærdal* (poor station).

From this station the traveller may ascend the **Vindegg** (4890 ft.), which commands a magnificent survey of the Gausta and other mountains. The route ascends in 2-3 hrs. past several picturesque waterfalls, the parsonage, the *Fyrebøvatn*, and a number of sæters, to the *Præstegaards-Sæter*, from which the summit is reached in 2-3 hrs. more (guide desirable).

The road now ascends to the watershed between the Hjærdal and the *Flatdal*. Near the top of the hill (11 Kil.) a road diverges to the N.W. to (11 Kil.) *Aamotsdal*, whence paths lead to the Totakvand and Rauland (p. 24) and to the Mjøsvand (p. 24), the former being about 50 Kil., the latter 20 Kil. from our present route. From Aamotsdal another path leads via *Rœpelid* to (28 Kil.) *Vaaer* (p. 23).

Our road turns towards the S. and descends by zigzags, commanding very striking views, to *Flatdal*, with its little church and sprinkling of farms. It then skirts the E. bank of the *Flatdalsvand*, with the *Skorvefjeld* (4380 ft.) rising in the background. Adjoining the lake is the *Spaadomsnut*, the falling of which into the water, according to local tradition, will be the prelude to the end of the world. Farther on we obtain a view of the **Siljordsvand** (385 ft.), a picturesque lake, 14 Kil. (8½ Engl. M.) in length, traversed 4-5 times weekly by a small steamboat. On the N.E. side of the lake rises the *Lifjeld* (5085 ft.), on which two French aëronauts descended in 1870, having arrived in their balloon from Paris in 15 hours. At the N.W. end of the lake, along which our way leads, lie the church of *Siljord* and the gaard of *Grov*, at the junction of a road to Skien (p. 33).

26 Kil. **Utbøen** *i Siljord* (fair quarters; also at the adjacent *Nordgaarden*), prettily situated beyond a stream flowing into the lake.

About 14 Kil. from Siljord we pass the *Brunkebergs-Kirke* (1290 ft.), splendidly situated on the watershed, where the road forks. The left (S.) arm leads to (17 Kil. from Utbøen) *Kirkebø*, a station of the steamer which plies on the Hvidesjø and the Bandaksvand (p. 34). Our route leads to the right (N.W.) through the *Morgedal*, passing two small lakes (1390 ft.). We next stop at (10 Kil. from the church) —

23 Kil. **Haugen** or **Berge** *i Brunkeberg* (good station), and then cross a range of hills of considerable height to —

15 Kil. **Mogen** *i Høidalsmo* (good station), near which a road diverges to the S. to (12 Kil.) *Laurdal* on the Bandaksvand (p. 35). In the vicinity are several lakes which afford good fishing. A hilly but very picturesque bye-road leads hence towards the N. to (37 Kil.) *Rauland* on the imposing *Totakvand* (p. 24). — Our route continues in a straight direction, traversing a fine mountainous region.

16 Kil. **Aamot** (tolerable station), not far from the **Hyllandsfos* (p. 36), which lies beyond the bridge over the Toke-Elv.

From Aamot (or *Heggestol*) *to Naesland* and *Ravnejuvet*, see pp. 36, 35.

Farther on is the house of *Mule*, prettily situated above the E. end of the *Vinjevand*. From Mule the somewhat hilly road ascends the N. bank of the lake for about 200 yds., passing several farms, amongst which is *Jamsgaard*, where a carriage-road diverges to *Kosthveit* on the *Totakvand* (p. 24). We then descend abruptly to the church of *Vinje*, at the N.W. end of the Vinjevand. Here a beautiful view is obtained of the *Midtfjeld* (4580 ft.) and of the *Orm Eggen* to the S.W.

14 Kil. **Heggestøl** (good station). The road then crosses the *Grungedals-Elv* by a lofty bridge, and follows the right bank of the river towards the N., first passing through a pine-wood, and then ascending to the hamlet of *Kringlegd*. The *Flaatebunut* on the *Totakvand* now comes into sight to the N., and remains in view during the remainder of the journey through the somewhat monotonous valley. We now cross the Elv by the *Grungedalsbro*, a sort of Norwegian 'Devil's Bridge', commanding a delightful view to the S. and W. Here the road is joined on the right by a footpath from Brunelid on the Totakvand (p. 24), while a new road is being constructed from this point to *Dalen*, on the Bandaksvand, which will shorten this route by 18 Kil. Our present route turns sharply to the W. and soon reaches the pretty *Grungedalsvand* (1590 ft.), on the N. bank of which is situated the station of —

13 Kil. *Nylænd* (poor and dirty). The Grungedalsvand and many of the lakes passed farther on abound in fish, a fact of which ocular evidence is given by the large flocks of sea-gulls. The next part of the route, skirting the green but shallow lake and affording a good

view of the *Grungefjeld*, is very picturesque. After passing the *Church of Grungedal* we reach the farms of *Eilandt*, where travellers in the reverse direction generally halt for 1/2 hr. (An uninteresting footpath leads hence to the N.W. end of the Totakvand.) The road now crosses the foaming *Geislauselv* and follows the left bank of the *Flaathøl-Elv*. To the left (S.) we see the fine *Vafos* descending from the *Langeidvand* in a series of bold leaps. The route now ascends the dreary and almost entirely uninhabited valley, passing several *Høl*, or deep pools formed by the Elv after breaking through, in the form of waterfalls or rapids, the various rocky barriers thrown across its course. The largest of these waterfalls (to the left, close to the road) is named the *Lille Rjukanfos* (comp. p. 24), the best point of view for which is the projecting rock near its foot. The largest Høl is the *Ekelidhøl* (2290 ft.). Continuing to ascend without intermission, we at last reach —

26 Kil. **Botten** *i Grungedal* (2590 ft.; good station, with facilities for shooting and fishing), situated on the pretty *Voxlivand* (2500 ft.) and commanding a view of snow-clad mountains from the landscape.

From Botten to Stavanger. Good walkers (for the path is almost too rough for riding) may here diverge to the S.W. to (45 Kil.) *Jordbrække*, a walk of 14-16 hrs., and (7 Kil.) *Roaldkvam* on the *Suledalsvand* (see p. 48).

Beyond Botten the road at first skirts the Voxlivand, passing the farm of *Voxli* on the right (to the left the new *Hôtel Nystøl*), and then the *Arrebuvand* and the *Evenbuvand*. The district traversed is deserted and monotonous, a few old and dying pines being almost the only objects to attract the eye. Farther on the road runs more to the right, on the hill, and reaches a point commanding a fine *View of the mountains to the W.: to the left *Vasdalseggen* (5765 ft.), then *Kistebunuten*, the *Kallevasheia*, and the *Sveien*. Below us, to the left, lies the *Kjælavand* (2940 ft.), to the S. of which rises the *Kjælatind*. The trees now entirely disappear from the landscape.

18 Kil. **Haukeli-Sæter**, at the E. end of the *Staavand* (3085 ft.). Comp. the *Map*, pp. 54, 55. Good accommodation (open only from June 15th to Sept. 15th) at fixed rates; bed in one of the 'Kajüten' 50 *ø.*, elsewhere 1 kr., two pers. in one room 70 *ø.* each; B. or S. 60 *ø.*-1 kr., D. 1-1 3/4 kr. according to the number of courses. Adjoining the main building is a tasteful new 'Stabbur', with small bedrooms and good beds on the upper floor. — *Skyds* to Røldal 6, for 2 pers. 8 kr.

The sæter lies in the midst of most imposing scenery, and commands an unimpeded view of the fjeld. The peaks and even some parts of the plateau remain covered with snow as late as August. Large herds of reindeer browse in the vicinity, descending to the lake in the afternoon.

The excellent new road, opened in 1886, leads at first to the

N.W., skirting the Staavand. After about 10 min. we have a glimpse of the *Storefond* to the right, while 1/4 hr. farther on, to the left, is a ruined bridge, over which the old bridle-path led. About 2 1/2 M. from Haukeli, we cross the *Ulevaa-Elv*, which descends from the N. and forms the boundary between the districts of Bratsberg and Søndre Bergenhus; to the right it makes some low but very broad cascades. In 1 M. more we reach the *Ulevaavand* (3095 ft.; 2 M. long), to the left, along the N. bank of which our route ascends. The solitary Fjeld scenery is seen here to full advantage. To the right we have a fine view of the precipitous *Store Nup* and the *Storefond*, and to the left is the *Sveien;* in front rises the *Stafsnuten*, to the right of which are the *Rekkingsnuten* and the *Midtdyrrnstene.*

After a drive of 1-1 1/4 hr. (5 1/2 M.) from Haukeli, we cross a bridge over the *Midtdyr-Elv* and turn to the S. The road here reaches the foot of the *Dyrnut,* the E. part of the *Stafsnut*, and begins to ascend the pass of **Dyreskard,** the highest point of which (3715 ft.; watershed) is attained in 1/2 hr. more. To the left is a 'Varde', erected by King Oscar II. We now proceed to the W. through a barren district of snow and stones, sometimes on a level and sometimes descending slightly. To the right is Stafsnuten, to the left Sveien and the narrow green *Øisteinvand.* To the left, below the road, 9 1/2 M. from Haukeli, lies the *Midtlæger-Sæter*, and 5 min. farther on, adjoining the road, is the **Nye Midtlæger-Sæter** (milk and bread). About 10 min. later the three houses of *Svaldalsflaaene* and a row of small lakes appear below us to the left; in 10 min. more we reach the hill of *Staven* and in 5 min. more begin to descend. To the right, below, lies the *Tarjebudal*, with the saeters of *Tarjebudal* and *Nya Støl*; to the W., in front of us, is the *Horrehei.* In 10 min. more we cross the *Risbubro* to the right bank of the *Risbu-Aa* and then descend rapidly in violent curves. Near (10 min.) the *Østmanlid Sæter*, we have a fine *Glimpse of the Røldalsvand. Walkers can effect a considerable saving here by short-cuts. The scenery improves. In 20 min. more we cross the *Vasdalselv* and follow its right bank. Straight in front of us is the *Novle-Vos*, the nearest point of the road to which is reached 10 min. later. In 5 min. more the Røldalsvand again comes into sight, backed by the *Holmenuten* and *Røldalsaaten.* A drive of 12 min. more brings us to —

30 Kil. *Gryting i* **Røldal** (see p. 49). — The road descends in windings. From the top of the **Gorsvingane* we have a splendid view of the Gorsbotn and the vast snow-fields of the Folgefond (comp. p. 55).

28 Kil. *Seljestad* and —

26 Kil. *Odde*, see p. 65-67.

b. VIÂ SKIEN.

This route generally takes 6 days, but under favourable circumstances may be completed in less. — 1st Day. *From Christiania to Skien* by railway, 204 Kil. or 126 M.; by express train in 6½ hrs. (fares 11 kr. 30, 7 kr. 70 ø.), by ordinary train in 7-9½ hrs. (fares 9 kr. 20, 6 kr. 15 ø.). The steamer, four times weekly, takes 10-14 hrs. From Skien to *Ulefos* by steamer, in connection with the express train, in 2½ hrs. (daily except Sun.; fare 2 kr.). — 2nd Day. Drive to *Strængen* in 2¾-3 hrs.; from Strængen to *Dalen* by the steamer 'Bratsberg' or 'Telemarken' on the Flaa, Hvideseid, and Bandak Lakes daily (except Sun.) in 6½ hrs., starting at noon (fares 3 kr. 60, 2 kr. 25 ø.). — 3rd Day. Drive from Dalen viâ *Eidsborg Church* (whence *Ravnejuvet* may be visited) to *Mogen i Høidalsmo*, or walk or ride by the direct route to *Heggestøl*, both on the road to Odde, see p. 28. — 4th, 5th, and 6th Days, as in Route a.

From Christiania to (53 Kil.) *Drammen*, see R. 2. Through-carriages. The railway ('Jarlsbergbane') from Drammen to Laurvik and Skien runs to the S.W. past the suburb of *Tangen* and then ascends, at a considerable gradient (1 : 80), the *Kobberviksdal*, the highest point of which (250 ft.) is reached at (62 Kil.) *Skouger*. — 69 Kil. *Galteberg*.

73 Kil. (45 Engl. M.) *Sande*, with the church of the same name, situated near the *Sandebugt*, of which a fine view is obtained to the left. The next part of the line skirts the fjord.

86 Kil. **Holmestrand** *(Hôtel du Nord; Victoria; Vesman's; Railway Restaurant)*, a sea-bathing place with 2320 inhab., situated at the foot of a steep porphyry cliff. The train now leaves the coast for a little.— 96 Kil. *Nykirke*. 100 Kil. *Skopum*, near the *Borrevand;* branch-line hence to *Borre* and (3 Kil.) *Horten* on the Christiania Fjord (p. 37). — 103 Kil. (64 M.) *Angedal*. 109 Kil. *Barkaker*. To the right we see the château of *Jarlsberg*. The train skirts the Tønsberg (left) and runs back through a short tunnel to —

115 Kil. (71 M.) **Tønsberg** *(Victoria Hotel;* English consular agent, *Mr. Alf Monsen)*, a town with 6900 inhab., and the oldest in Norway, dating from the time of Harald Haarfager. This is the headquarters of a number of hardy Arctic mariners residing chiefly in the islands of *Nøtterø* and *Tjømø* to the S. of the town, who man the fleet of about fifty whalers and seal-hunting vessels of considerable size (one-third of them being steamers) which annually starts from this port. The hill above the town, formerly crowned by a castle and now penetrated by the above-mentioned railway tunnel, commands a beautiful view.

The line does not extend any farther in this direction, and the train backs out of the station and returns for 7 Kil. in the direction from which it came. At (121 Kil.) *Sem* or *Semb* it crosses the *Oulie-Elv*. 128 Kil. *Stokke;* 135 Kil. *Raastad*. To the right lies *Gogstad*, where a Viking ship was found (see p. 7).

139 Kil. (86 M.) **Sandefjord** (*Hôtel Kong Karl; Johnsen's Hotel; Heidemark's Hotel*, well spoken of), a favourite watering-place with 3160 inhab., and sulphurous, saline, and chalybeate springs, prettily situated on the fjord of the same name. It stands

in regular steamboat communication with Christiania. The sea here in summer swarms with medusæ ('maneter'), which make a not altogether desirable addition to the pleasures of bathing, but are said to exercise a beneficial effect in certain ailments. — The *Jættegryder* near *Aasen* are very interesting; the largest is upwards of 20 ft. deep. Other giant-cauldrons of a similar kind at the (6 Kil.) *Vindalsbugt* may be visited by boat. — The whole district between Tønsberg and Laurvik is replete with historical interest. At *Hjertnæs* are several Bauta Stones.

144 Kil. (89½ M.) *Joberg*, in the midst of a wooded and monotonous district; 149 Kil. *Tjødling*, commanding a view of the *Laurvikfjord* as far as Fredriksværn. The train now crosses the *Laagen* (p. 25) by a bridge 550 ft. in length. It then traverses the suburb of *Thorstrand*, passes through two tunnels, and reaches —

158 Kil. (98 M.) **Laurvik.** — **Hotels.** *Victoria Hotel (English spoken), Central Hotel, *Thora Hansen's Hotel (moderate), all three near the railway-station; Johannesen's, at some distance, better adapted for a long stay, R. 2 kr.; Kong Karl, in the Lille Torvet, with café, reading-room, and billiard-room.

Bath Establishment (Dr. T. C. Holm's), at the harbour, adjoining Johannesen's Hotel, with good sulphur, mud, and warm salt-water baths, and a sulphurous drinking-spring; pens. 18 kr. weekly, 64 kr. monthly, R. 20-50 kr. per month. 'Kurpenge', or visitors' tax, for baths, physician, and spring, 22 kr. per week for the first fortnight, 20 kr. per week for the second fortnight, and afterwards 15 kr. per week. — **Sea-Baths**, to the W. of the harbour. — *English Vice-Consul*, Mr. Jörg Christiansen.

Laurvik or *Larvik*, formerly the capital of the county of that name, is finely situated near the mouth of the *Laagen* or *Lougen* in the *Laurvikfjord*, and is a pleasant place for a short residence. With the suburbs of *Langestrand* to the W. and *Thorstrand* to the E. it contains 11,200 inhabitants.

The station lies close to the harbour, which the railway skirts. A pleasant walk may be taken along the wharfs and past a bathing-establishment to the *Farisvand*, the outflow of which affords the motive power for several manufactories. Those whose time is limited should turn to the right beyond Johannesen's Hotel and ascend to the **Bøgeskov*, a fine beech-plantation above the houses on the side of the town. We enter the wood on the W., obtaining at once a good view of the Farisvand. A few hundred yards higher up a fine *View of the sea opens to the right. We then follow the ridge to a café-dairy at the E. end of the wood and descend to the right to the town. To the right, on a bare rock, is the *Brandvagt*. Another walk may be taken to the E. from the station to the *Laurviks Kirke*, which commands a fine view of the fjord, and to the *Herrgaardsbakken*. The whole of this circuit may be made in 1½-2 hrs.

The railway (best views to the right) crosses the *Faris-Elv*, and skirts the W. bank of the *Farisvand*. 169 Kil. *Tjose;* 182 Kil. *Aaklungen*, on the small lake of that name (135 ft.). The train now turns to the S., passing several lakes. 188 Kil. *Birkedalen* (235 ft.);

Dalen
Lövik
Lövvig Fj.
Skafse
Laurdal
Langes V.
Skjelbred
Trimt
Vesterdal
Hasum
Brunkeberg
Jelstad
Gatchott
Kirkebö
Mörk V.
Dale
Helv.
Manist.
Fj.
Broke V.
Broke Fj.
Grend Fj.
Overland
Brukedals Fj.
Nordbö
Klien
Ostenaa
Omnd
Flaapa
Koltingerne
Toring Fj.
Knarre Fj.
Nordbö
Sleire Fj.
Aumaas
Ormrö
Questad
Klopstad
Skara Fj.
Mjaa B.
Nissedal
Grunstvet
Skard
Bretlid V.
Törisdal
Vesle Fj.
Vraal V.
Manv.
Heia
Bjuar V.
Gautefald
Haugetid Fj.
Rapstöl
Nat
Slette Fj.
Reusvus
Keller V.
Sophe
Heiund Fj.
Körul V.
Grm V.
Heite Fj.
Solum Fj.
Unne stad
Haver
658 Fj.
Vehusa
Haugestöl
Skaalid
Veulos Fj.
Grön Fj.
Katenaas
Nav V.
Nord Fjord
Arendal u. Kristiansand
Randaksvand
Vraavand
Nisservand
Fjarisvand
Dalene
Lille Rjukanfos
Skredhaugene
Dam Fj.
Spokefld
Veum
Roan Fj.
Vale V.
Rydning V.
Stevning Fj.
Hege Fj.
Tveit
Gryte
Horne V.
Rollerstad V.
Sand V.
Dyre V.
Lytings V.
Nartelands
Valestuen
Naper
Arthus
Vik
Mo
Vatnghelle
Fjaar
Farda
Komerak
Os V.
Stor-heia
Bjedrik
Nase Fj.
Javesto
Berge
Sand V.
Elgeheia
Finsnäs
Fiske V.
Killand
Drangen
Vand
Gjevedals N.
Espeld
Stein V.
Smedland
Stor Heia
Bukke V.
Trangedals Fj.
Dale
Mjoland
Lid
Nase V. Fj.
Östenaa
Vraalstad
Linde N.
L. Topdal
Haver Fj.
Dyreskard Fj.
(Strand)
Tomnegrav
Fjaageland
Kragerlid Heien
Fredereng
Blix Fj.
Sandnäs
Kjos St.
Grovum
Tvetene
Trovt
Nissedal
Vad Fj.
Hjerg
Vase
Holme V.
Strand
Trondtvet
Mosel V.
Aaberg
Aarak
Treungen
Tvetsund
Lange Erve-dals Fj.
Kyre Fj.
Aabuk Fj.
Mev.
Allam Bg.
Högé Fj.
Holme V.
Hvaleberg
Fik
Kyre
Killand
Fiske V.
Brune Fj.
Furumisteren
Fj. 715
Fyrris
Snip Fj.
Dusseval
Heia
Toren
Vand
Mjaa Vand
Gjevedal
Ahmland
Marstrei
Oland
Nase V. Fj.
Gryte B.
Östenaa
Linde N.
Haver Fj.
Olstad
Fiskatn
Fjord
Lid Heia
Trien
Haugedals
Fj.
Hatterlot Fj.
Haugestöl
Aale Fj.
Aale Os
Aale Kras
Aale Fj.
Aale Aasen
Aale Mark
Aale Skaalid
Aale Veulos Fj.
Aale Grön Fj.
Aale Vegas
Aale Kjetrum
Aale Kjetrum
Aale Nord Fjord
Aale Arendal u. Kristiansand
Aale Geograph. Anstalt v.

Kongsberg
Drammen
SKIEN
PORSGRUND
LANGESUND
LAURVIG
Brevik
Helgeraa
Langesund fjord
Nevlunghavn
Frederiksvärn
Tjöme
Hedrum
Sandefjord
Tönsberg
Larvik
Arendal
Kragerö
Skodje
Kilefjord
Mofjeld
Hitterdal
Gjeilo
Gjuvet
Gjerpen
Solum
Bamble
Brunlanes
Helgeroen
Raa Öer
Wen Öer Fyr
Svarvaren
Jomfruland
Ytterö
Aro
Lanö
Hellesö
Nordsjö
1:500000
Norsk Mil.
Kilometres
Engl. Miles
7° Ostlich von Paris
Arendal u. Kristiansand
Wagner & Debes, Leipzig.

191 Kil. *Eidanger* (Hotel; several bath-houses in the fjord), 1/2 hr. from the station, pleasantly situated on the *Eidanger-Fjord*.

195 Kil. (121 Engl. M.) **Porsgrund** (*Stiansen's Hotel*, well spoken of; *Victoria*, with café, R. & L. 2 kr. 55 ø., tolerable), a town of 3600 inhab., situated on both sides of the *Skiens-Elv*, which descends from the Nordsjø and here enters a bay of the *Friersfjord*.

Beyond Porsgrund the train ascends the left bank of the broad Skiens-Elv to —

204 Kil. (125 Engl. M.) **Skien.** — **Hotels.** *Hoyer's Hotel, at the pier of the southward-bound steamers, R. & L. 2 1/2, A. 1/2, B. 1, D. 2 kr.; Royal, new; Victoria, on the hill above the railway-station; Phœnix, on the hill behind Hoyer's. The last two second-class.

Steamers. The steamers for Telemarken (to the N.W.) start from the dam to the N. of the Damfos: to *Ulefos* and *Tangen i Hitterdal* twice daily, except Sun., in 2 1/2 and 5 1/2 hrs. (fares 2 and 3 1/2 kr.). Steamers to *Porsgrund* and *Langesund* twice daily, starting from a pier about 1/2 M. (Engl.) from the other steamboat-quay; to *Christiania* 4 times weekly; to *Arendal* and to *Frederikshald* once weekly. See *Communicationer*, Nos. 154, 156, 215, 336.

British Vice-Consul, Mr. J. Franklin.

Skien (pronounced *Schïen* or *Skïen*), the ancient *Skida*, a town with 7300 inhab., dates originally from the 14th cent., but has been repeatedly burned down (last in 1886) and rebuilt. It now contains numerous modern stone houses and paper-mills. To the S. of the town the Skiens-Elv forms the *Klosterfos* and the *Damfos*, two waterfalls of great volume, which are crossed by bridges. On a small island between the falls formerly stood the nunnery of *Gimsø*, founded in 1110. On the steep *Bratsbergklev*, to the E. of the town, are the ruins of the (1/2 hr.) *Bratsberg Chapel*, belonging to the adjacent *Bratsberg-Gaard*, which has given its name to the entire district (fine view).

The steamer for Ulefos ascends the *Skiens-Elv*, passing through the three curious locks of *Løveid*, and after 1 hr. enters the **Nordsjø** (50 ft.), a picturesque lake about 45 Kil. or 28 Engl. M. in length. To the right in the rocky bank, at a height of about 155 ft. above the surface of the water, is the *Mikalshul*, or Michael's cave, which may be visited by boat from Løveid. Roman Catholic services were held in it in former times. In about 1 hr. after entering the lake the steamer reaches —

28 Kil. **Ulefos** *i Holden* (skyds-station at the pier, small but tolerable; *Hôtel Aaeheim*, 25 min. from the pier, on the way to Strængen, poor; *Peer Jensen's Inn*, on the N. side of the river, 20 min. from the pier), with numerous saw-mills, iron-works, two churches, and several villas belonging to wealthy timber-merchants, is picturesquely situated on the W. bank of the lake, and on both banks of the *Eids-Elv* or *Songa* (small boat 10-20 ø.), which descends from the great Telemarken lakes and here enters the Nordsjø. About 13 min. from the pier this little river forms the fine waterfall which gives its name to the place. To the S.W. rises the *Nukefjeld* (1285 ft.; 3-4 hrs.), a fine point of view.

A canal is now being constructed between the Nordsjø and the Flaavand (see below), which will bring the Bandaksvand into direct communication with the sea. It will probably be finished in two or three years.

Travellers for the HITTERDAL and the RJUKANFOS do not disembark at Ulefos, but go on with the steamer, passing the *Romenæs* (with a deserted church) to (1½ hr.) *Akershougen*. [From here we may drive viâ (5 Kil.) *Søboden* to (18 Kil.) *Grave*, at the E. end of the *Siljordsvand*, comp. p. 27.] The steamer then proceeds to the N. end of the Nordsjø, where the scenery is finer than at the S. end, and enters the *Sauer-Elv*, a river connecting the Nordsjø with the **Hitterdalsvand** (60 ft.), another picturesque lake, 16 Kil. in length. The steamer here touches at *Farodden (Farvolden)*, at the foot of the lake, and also at *Notodden* (p. 21) and other stations, and in about 4½-5 hrs. after leaving Skien reaches *Tungen* (5 Kil. from the church of Hitterdal, p. 22).

From Ulefos i Holden we now drive (to Strængen 22 Kil., carriole 3 kr. 74 ø., stolkjærre for 2 pers. 5 kr. 60 ø.) through a fertile and uninteresting district, occasionally enjoying a view of the *Lifjeld* (p. 27) to the N., to —

11 Kil. *Lundefaret*, opposite which is the church of *Lunde*. Beyond this point the road leads along the *Songa* to —

11 Kil. *Strængen* (tolerable quarters), at the E. end of the **Flaavand**, which is traversed by two steamers (restaurant on board). The eland is still found in the forests on the banks. On reaching the W. end of the lake (15 Kil. from Strængen) the steamer enters the narrow *Fjaugesund* and soon reaches the **Hvidesjø** (185 ft.). The scenery now becomes finer: to the right rises the *Brokefjeld* (3540 ft.), to the left, in the distance, the *Roboltfjeld* (3345 ft.), and to the W., near the Bandaksvand, the peak of the *Rauberg*. At the upper end of the lake lies the wooded island of *Bukøen*. The steamer now enters the *Sundkilen*, if the depth of water in the shallow sound connecting this small lake with the Hvidesjø allows it, and calls at —

Kirkebø (fast station, see p. 28; accommodation at the houses of *Wriedt* and *Jonassen*, both well spoken of; to Utbøen i Siljord 17, to Berge i Brunkeberg 18, to Strand i Vraadal 14 Kil.). — It then returns to the Hvidesjø, rounds the *Spjosodd*, and stops at *Hvideseid*, at the W. end of the lake.

FROM HVIDESEID TO TVEDESTRAND (141 Kil. or 87 Engl. M.) or ARENDAL (150 Kil. or 93 Engl. M.). The road ascends rapidly, and then descends to (7 Kil.) *Strand i Vraadal*, a little to the W. of which lies the *Vraavand* (p. 35). Our route now turns to the S. and skirts the E. bank of the *Nisservand* (795 ft.), a fine sheet of water, 34 Kil. long, affording good trout-fishing. The next two stages may be made in the small steamer which plies on the lake (four times weekly). The following stations are (23 Kil.) *Bakka i Nissedal*, (19 Kil.) *Tvetsund*, (19 Kil.) *Øy*, (16 Kil.) *Neergaarden* (fair station), (13 Kil.) *Simonstad i Aamlid*, (18 Kil.) *Uberg*, and (15 Kil.) **Tvedestrand** (p. 38). From Tvedestrand one steamer weekly runs direct to Christiania (in 15 hrs.), and one weekly to Christiansand (7 hrs.), while small steamers ply almost daily to the *Dyngø* and the *Borø* in connection with the larger coasting steamers. The traveller bound for Christiansand will, however, find it preferable to drive direct from Uberg (see above) to (17 Kil.) *Voie i Meland* and (13 Kil., pay for 14) **Arendal** (p. 38), whence steamers run daily to Christiansand (in 6 hrs.).

Beyond Hvideseid the steamer passes through the canalized

channel of the *Skarpstrømmen* (3 M. long), connecting the Hvidesjø with the ***Bandaksvand** (205 ft.), a long and picturesque lake, enclosed by imposing mountains of considerable height, and well stocked with trout and other fish. The sharp peaks and ridges on the N. bank assume various fantastic forms, to which appropriate names have been attached. The first view of these mountains, after the station of *Apalstø* (right) and the island of *Bandaksø* (left) have been passed, is very imposing, but afterwards the lake becomes somewhat monotonous. The W. end, however, is enclosed by another fine group of mountains.

About 1½ hr. after leaving Hvideseid, the steamer touches at **Laurdal** (**Bakke's Hotel*, at the pier; skyds-station at the gaard of *Bjaaland)*, beautifully situated amidst rich vegetation in a valley facing the S., and sheltered on all other sides. A good road leads hence to *Mogen i Høidalsmo* (12 Kil., p. 28). — On the S. bank of the lake, opposite Laurdal, lies *Bandakslid* (ferry in 20 min., 20 ø.), also a steamboat-station.

From Bandakslid ('slow' station, horses to be ordered beforehand) the hill is crossed by a very picturesque zigzag road to (3 Kil.) *Midtgaarden* (fast station) and the *Vraavand* (845 ft.), which is connected by a river with the *Skredvand*, a lake lying 230 ft. higher. Not far from the road this river forms a picturesque fall, known as the **Lille Rjukanfos* (a pleasant and easy day's excursion from Trisæt i Laurdal). Farther on (8 Kil.) is *Rindebakken* (slow station), beyond which are *Veum* and (15 Kil.) *Moland*, on the *Fyrisvand* (25 Kil. in length). Between Veum and Moland the *Bispevei* diverges to the W. to (40 Kil.) *Viken i Valle* in the Sætersdal (p. 41), a very rough walk of 12-13 hrs.

At the upper end of the Bandaksvand (1½ hr. from Laurdal, by steamer) is **Dalen** (*Tokedalen's Hotel*, by the pier, R. 1 kr., B. or S. 80 ø.; *Dalen's Hotel*, in Dalen itself, 1 Engl. M. from the lake; both well spoken of), the starting-point for a visit to the Ravnejuvet (3-4 hrs., there and back 7 hrs.; horse to Ravnejuvet 5, to Sandok 7 kr.).

The fine road ascends to the N. in zigzags, along a rocky wall 1500-2000 ft. high. Fine view of the lake and of the Botnedal to the W. After 1-1½ hr. we reach the top (extensive view), and then proceed by a level road to the village of (½ hr.) *Eidsborg* (2300 ft.), where a manganese quarry and a timber-built church (exterior ancient; interior modern, except the wooden crucifix and hanging bronze lamp) are objects of interest. The road divides here, the carriage-road to the right leading to (18 Kil. from Dalen; p. 28) *Mogen i Høidalsmo*, and the path to the left to Aamot and Heggestøl.

The latter ascends the steep *Eidsborgaasen*. On reaching the top it descends on the other side, amid rocks and wood, to the *Molands-Sæter* (milk). A tablet about ½ M. farther on, to the left, indicates the way to ***Ravnejuvet** or *Ravnedjupet*, a perpendicular rock, about 1000 ft. in height, overhanging the turbulent *Toke-Elv*, and commanding a fine view of the Libygfjeld and the district of Næsland. A pavilion has been erected here in memory of the visit of King Oscar in 1879.

Travellers encumbered with much luggage must return to Eidsborg, and continue their journey thence by the carriage-road (mentioned above) to Mogen. Riders and pedestrians may, however, proceed from Ravnejuvet direct to Næsland and Aamot (or Heggestøl). The path at first leads through dense forests, and afterwards descends rapidly and crosses the *Tokeelv*. In 1-1¼ hr. we reach the village of **Næsland**, where good accommodation may be obtained at the gaard of *Sandok*. A stolkjærre may also be procured here for Heggestøl (6 kr.) or Aamot (4 kr.). We must, however, ascend on foot (steep) for ¼ hr. more, to the gaard of *Gjelhus*, with an old 'Stabbur' said to date from 1115 (date forged). The hilly road now leads through lonely forests. From the higher points we obtain a view of the *Vehuskjærringen* (4508 ft.) to the S.E. At the foot of this mountain is the *Hyllandsfos*, formed by the Toke-Elv, which descends from the Totakvand. After passing the *Groven* gaard and crossing the *Vinje-Elv* we reach the great Telemarken high-road (1½ hr. from Sandok). For *Aamot* we turn here to the left (W.), for *Heggestøl* to the right; see p. 28.

5. From Christiania to Christiansand.

Steamboats (comp. '*Norges Communicationer*', Nos. 15a, 163, 168, 175, 177, 180). About n11-14 steamers start weekly from Christiania for Christiansand, a distace as the crow flies of 39 Norwegian nautical miles (156 Engl. M.), performing the voyage in 16-30 hrs., according to circumstances (fares 18 kr. 45, 12 kr. 30 ø.). The larger steamers, bound for Bergen, Throndhjem, and the North, touch between Christiania and Christiansand only at *Arendal* and *Laurvik*, while others touch at ten or twelve intermediate stations. The traveller who proposes to break his journey at any station between these two towns may perform the first part of it by one of the small coasting steamers plying to *Drøbak* (daily), *Holmestrand* (daily), *Moss* (almost daily), *Tønsberg* (almost daily), *Sandefjord* (4 times a week), or to *Porsgrund* and *Skien* (4 times a week). The smaller vessels, which touch at numerous stations, ply almost exclusively '*indenskjærs*', *i.e.* within the *Skjærgaard*, or belt of islands which flanks almost every part of the Norwegian coast, where the water is perfectly smooth, while the course of the larger steamers is '*udenskjærs*', or outside the islands, where the sea is often rough. The traveller may, therefore, if he prefer it, perform nearly the whole voyage to Christiansand in smooth water, with the additional advantage of getting occasional glimpses of some of the picturesque coast-towns. — Most of the steamers have good restaurants on board (breakfast or supper about 1½, dinner 2 kr.), and good, though limited sleeping accommodation (steward's fee discretionary). — The distances in the following route are given from station to station.

The ***Christiania Fjord**, a very picturesque arm of the sea, about 50 English miles in length, enlivened with frequent steamboats and sailing vessels, is bounded by banks of moderate height, which are studded with pleasant looking country-houses, villages, and towns. The steamer starts from the *Bjørvik* on the E. side of Christiania (p. 4), steers between the islands of *Bleke* and *Græsholm* on the one side, commanding to the left a fine view of the beautiful *Bundefjord* with its numerous country-houses, and the

islands of *Lindø* and *Hovedø* on the other (right, with interesting strata of slate), and describes a circuit round the town. On the right rises the picturesque château of *Oscarshall* (p. 11), and to the left (S.) projects the promontory of *Næsodtangen*, which separates the Bundefjord from the main fjord of which it is a branch. To the right, a little farther on, lies *Sandviken* (p. 14), ensconced behind a number of islands. The vessel now steers due S., and the beautiful city is soon lost to view. Looking back from this part of the fjord, we obtain a view of the *Kolsaas* (1245 ft.), the *Skougumsaas* (1130 ft.), and to the W. the *Vardekolle*, three porphyry hills well known to geologists (p. 14). Several islands are passed, and the fjord gradually contracts to a passage 850 yds. in width.

26 Kil. (16 Engl. M.) **Drøbak** (two hotels), with 2100 inhab., carries on a considerable traffic in timber and ice. The latter is obtained from a small lake in the neighbourhood, and is exported to England as 'Wenham Lake ice'. In winter, when the upper part of the fjord is blocked with ice, the navigation frequently remains open up to this point. Opposite the town is the small fortified island of *Kaholm*, with the *Oscarsborg*, to the W. of which (on the right) is the peninsula of *Hudrum*. On the latter lies *Slottet*, a posting-station, from which a hilly road leads to *Svelvig* on the Drammensfjord. Drøbak and the next stations *Hvidsten* (500 inhab.) and *Soon* (700 inhab.) are frequently visited for the sake of the sea-bathing. Opposite Soon, on the W. bank of the fjord, which now expands to a considerable width, and from which the Drammensfjord diverges here to the N., lies *Holmestrand*, see p. 31. Beyond Soon the small steamers usually steer to the S., through the strait and canal which separate the *Jellø* from the E. bank of the fjord, to —

26 Kil. (16 Engl. M.) **Moss** *(Reinsch's Hotel; Moss Hotel;* English vice-consul, *Mr. W. Erichsen)*, a small town and sea-bathing place, with 6900 inhab., where the treaty which terminated the war between Norway and Sweden was signed on 14th Aug. 1814. Near the railway-station (p. 276), at the S. end of the town, is a bathing-establishment. Opposite the church is an old graveyard, with monuments of the 18th cent., now used as a promenade. A bridge leads to the *Jellø*. Opposite Moss, on the W. bank of the fjord, is —

Horten *(Victoria Hotel)*, or *Karl-Johansværn*, with 5850 inhab., prettily situated, the headquarters of the Norwegian fleet. The rich vegetation of the upper part of the fjord is now left behind, and the coast becomes more bleak and rocky. A little to the S. of Horten lies *Aasgaardstrand*, beyond which is —

12 Kil. (7½ Engl. M.) **Vallø**, a small town with a large pasteboard-manufactory, where the larger coasting steamers touch frequently. We next pass through the *Tønsbergs Canal* to **Tønsberg** (p. 31). — Beyond Tønsberg our route passes the *Nøtterø* and *Tjømø*, to the S.E. of which rises the lofty *Lille Færder Lighthouse*, which marks the entrance to the Christiania Fjord. The steamer then rounds

the promontory of *Tønsbergs Tønde*, which has gained a sinister notoriety as the scene of numerous shipwrecks, and passes the mouth of the Sandefjord, at the head of which lies the small town of *Sandefjord* (p. 31). It then turns to the N. and steers through the *Laurvikfjord* to —

44 Kil. (27½ Engl. M.) **Laurvik**, see p. 32. We then return towards the S. to *Fredriksværn*, at the mouth of the Laurvikfjord, with 1300 inhab., formerly the station of the Norwegian fleet. The pleasure-grounds of *Møllerbjerget* afford wide views of the sea. — Crossing the mouth of the *Langesunds-Fjord*, which is unprotected by islands, the steamer next stops at —

28 Kil. (17½ Engl. M.) **Langesund** *(Johnsen's Inn*, near the pier; English consular agent, *Mr. S. C. Larsen)*, with about 1400 inhab., which lies at the entrance to an important water-highway leading into the heart of Telemarken.

From Langesund to Porsgrund and Skien, 29 Kil. (18 Engl. M.), steamboat daily in 2-3 hrs. — About ½ hr. after leaving Langesund we reach **Brevik** *(Christiansen's Inn)*, a small town with 2200 inhab., charmingly situated at the S.E. extremity of the rocky peninsula that separates the *Eidangerfjord* from the *Friersfjord*. Opposite, to the S., lies the little town of *Stathelle*. Our route then traverses the Friersfjord to (¾ hr.) *Porsgrund* (p. 33) and ascends the Skienselv to (¾ hr.) *Skien* (p. 35).

After leaving Langesund the course of the steamer is unprotected by islands for some distance. The smaller steamers then pass through the **Langesunds-Kreppa* (*i. e.* 'strait'), or *Langaarsund*, a very narrow channel between lofty and picturesque rocks, while the larger vessels steer through a wider passage inside the island of *Jomfruland*, on which stands a lighthouse.

26 Kil. (16 Engl. M.) **Kragerø** (*Central Hotel*, 5 min. from the pier; *Victoria*, small, near the Central; *Mr. H. Larsen*, English vice-consul), with 5200 inhab., a picturesquely situated and very busy little town. A bust of Prof. Schweigaard (p. 7), a native of the town, by Middelthun, has been erected here. In the neighbouring island of *Langø* are iron-mines of some value, and near Kragerø are extensive deposits of apatite, a mineral consisting chiefly of phosphate of lime, largely used by manufacturers of artificial manures.

Between Kragerø and Risøer the coast is unprotected by islands.

26 Kil. (16 Engl. M.) **Øster-Risøer** *(Thiis*, at the pier, well spoken of; *Busch*, in the town, 10 min. from the pier, R. 1¼ kr., B. 60 ø.; English vice-consul, *Mr. H. C. Finne)*, with 2700 inhab., is another small trading-town. The islands again become more numerous. Some of the steamers next touch at *Lyngør* and *Borøen*, and others at (22 Kil.) *Dyngøen* or *Haven*, from which a small steamer runs frequently to *Tvedestrand* (1-1½ hr.; see p. 39).

Beyond Haven the steamer enters the *Tromøsund*, a strait between the mainland and the considerable island of *Tromø*, and soon enters the excellent harbour of —

20 Kil. (12½ Engl. M.) **Arendal** (**Hotel Schnurbusch*, on the quay, R. 1½-2½ kr.; *Grand Hotel; Henriksen's Hotel;* English

vice-consul, *Mr. M. Kallevig)*, a ship-building and trading town of considerable importance (4580 inhab.), prettily situated near the mouth of the *Nid-Elv*, and possessing one of the largest commercial fleets in Norway. A small terrace planted with trees (follow the quay to the left of Schnurbusch's, ascend a little, and mount steps to the left: 6 min.) affords an admirable *View.

One of the chief approaches to TELEMARKEN is by the road leading from Arendal viâ *Tvedestrand* (see p. 38) and *Simonstad* (60 Kil., or 37½ Engl. M.) to the *Nisservand* (comp. p. 34). Another road leads direct to *Rustdalen*, whence we cross the *Nelaagvand* to *Simonstad* (35 Kil.) and proceed thence to the Nisservand (comp. p. 34).

Soon after leaving Arendal the steamer traverses the *Galtesund*, between the *Tromø* and the *Hisø*, and passes the two lighthouses known as *Torüngerne*. The next stations are —

21 Kil. (13 Engl. M.) *Grimstad* (Møller's Hotel; Nilsson's Hotel), with about 3000 inhab., and —

20 Kil. (12½ Engl. M.) *Lillesand* (Hotel Norge),

36 Kil. (22½ Engl. M.) *Christiansand* (see below).

6. Christiansand and Environs.

The Sætersdal.

Hotels. ERNST'S HOTEL, Vestre Strand-Gade, close to the steamboat-pier and the custom-house (German landlord), R. from 2 kr., A. 40 ø., D. 2½ kr.; VICTORIA HOTEL, Skipper-Gade, 3 min. from the quay, R. 1½-2, D. 2 kr., B. 80 ø.; SKANDINAVIA, Dronningens-Gade, small and unpretending. — The small number of dram-shops is due to the system mentioned at p. 70.

Boat to or from the steamboats, the larger of which do not lay to at the pier, 13 ø. for each person, 7 ø. for each trunk.

Porterage from the landing-place to the custom-house 20 ø. for each trunk; from the custom-house, or from the landing-place, to one of the three hotels, 33 ø. for each trunk.

Post Office, Kongens-Gade 26. — **Telegraph,** Vestre Strand-Gade 16.

Sea Baths adjoining the *Otterø*, a small island at the E. end of the Strand-Gade (ferry 3 ø.), reserved for ladies 10-12 a.m. (bath 40 ø.). *Warm and Shower Baths* adjoining the public gardens, near the church (40-60 ø.).

British Vice-Consul, *Mr. Ferdinand Reinhardt.*

Steamers to *Christiania* daily, to *Stavanger* and *Bergen* almost daily, to *Throndhjem* 4 times weekly, to *Tromsø* 3 times, to *Hammerfest* twice, and to the *North Cape*, *Vardø*, and *Vadsø* once weekly. Also to *Gothenburg* fortnightly, to *Fredrikshavn* in Denmark thrice weekly, to *Copenhagen* weekly, to *Hamburg* twice weekly, to *London* fortnightly, to *Hull* weekly, to *Leith* fortnightly, and to *Amsterdam*. Small local steamers ply daily to *Ronene* and *Boen* on the Topdalselv, and to *Mosby* on the Otteraa.

Christiansand, with 13,000 inhab., the largest town on the S. coast of Norway and the residence of one of the five Norwegian bishops, is beautifully situated at the mouth of the *Otteraa*, or *Torrisdals-Elv*, on the *Christiansand Fjord*. The town is named after Christian IV., by whom it was founded in 1641, and is regularly laid out, with streets intersecting at right angles. It possesses an excellent harbour, at which all the coasting steamers and others from England, Germany, and Denmark touch regularly. Near the

centre of the town, surrounded by pleasant promenades, is the *Cathedral*, rebuilt in the Gothic style after its destruction by fire in 1880. It contains an altar-piece by Eilif Petersen. — To the E. is a wooden bridge leading across the Otteraa to the church of *Oddernæs* and the *Hamreheien*, a good point of view.

Environs. The situation of Christiansand is picturesque, and a day or two may be pleasantly devoted to excursions in the environs. One of the favourite walks (1 hr. there and back) is on the *Otterø*, a rocky and partially wooded island at the E. end of the Strand-Gade, about 8 min. from the hotels (ferry 3 ø.). The baths (p. 39) lie to the right. The path in a straight direction passes the *Seamen's Hospital* and leads round the whole island (40 min.), commanding beautiful views of the town and fjord. — On the Mandal road, on the W. side of the town, 1/4 hr. from the hotels, lies the pretty *Cemetery*. Immediately opposite to it (to the right) is a path ascending the hill and leading to the (20 min.) **Ravnedal*, a wooded and grassy dale, at the (1/4 hr.) upper end of which is the *Ravnehei*, a fine point of view, reached by a flight of wooden steps. Below are a small fountain, a pond, and a cottage (Rfmts.; view). We descend to the W. to (1/4 hr.) the Sætersdal road and follow it back to the town, passing (10 min.) the cemetery. — About 2 1/2 M. to the W. of Ravnedalen lies *Graamandsheien* (810 ft.), which affords an extensive view. — On the right bank of the Otteraa, 2 1/2 M. farther up, is *Oddersjaa*, commanding a charming view of the river, its mouth, and the sea. — Farther up the river, about 7 M. from Christiansand, lies *Kvarsten*, to which steamers ply almost daily in 1 hr. It is 2 M. from the *Gaard Vigland*, near which are the *Hundsfos* and the *Helvedesfos*, two picturesque waterfalls (half-a-day's excursion from Christiansand). — Steamers ply twice daily from Christiansand up the *Topdalsfjord*, the prolongation of the Christiansford towards the N., to *Ronene* and *Boen*, on the Topdals-Elv (there and back 2 1/2-3 hrs.). — A trip by boat may be taken to the (10 Kil.) lighthouse on the *Oxø* ('Oxøfyr'), with its meteorological station.

From Christiansand to Ekersund (200 Kil. or 124 Engl. M.). A good, but hilly road, running near the coast, and crossing several ferries, leads from Christiansand to Ekersund, traversing beautiful scenery nearly the whole way. Almost all the stations on the route are 'fast', the most important being (48 Kil.) *Mandal*, (55 Kil.) *Fedde*, (59 Kil.) *Eide*, and (34 Kil.) *Ekersund* (p. 43). The steamboats perform the voyage to Ekersund in 12-15 hrs., while the journey by land, which very few travellers undertake, occupies 3-4 days.

The Sætersdal. A visit from Christiansand to the *Sætersdal*, a valley running to the N., 238 Kil. (148 Engl. M.) in length, watered by the *Otteraa*, is interesting not only for its picturesque scenery but also for the primitive character of the inhabitants, who cling tenaciously to their old dress and customs. As most of the stations are almost deserted in the height of summer, when the inhabitants are engaged in pasturing their cattle among the mountains ('*paa Heja*'), the traveller should endeavour to visit the valley either before 24th June or after 15th August. The expedition is at the best of times accompanied with some privations,

though the 'Christiansands og Oplands Turistforening' is endeavouring to facilitate it by providing night-quarters (at Frøisnæs, Ose, Helle, Byklum, Breive, and Bjaaen) and in other ways. It is, however, prudent to be provided with a moderate supply of preserved meat, biscuits, and brandy. The journey as far as Breive is accomplished by stolkjærre, by steamboat, and (the two last stages) on horseback or on foot. Fast stations as far as Viken: 17 ø. per horse and car per kilometre.

I. Day. Drive to (10 Kil.; pay for 11) *Mosby* (to which a steamer also plies on the *Otteraa*, p. 39), (17 Kil., pay for 22) *Reiersdal*, and (13 Kil., pay for 17) *Kile*, at the S. end of the *Kilefjord* (505 ft.), where an *Inn is kept by Captain Gottfriedsen.

II. Day. By steamer (daily, except Sun. & Thurs.) in 2 hrs. to *Faret* or *Fennefos* (accommodation), at the N. end of the *Kilefjord*, which is 20 Kil. in length. Drive to (14 Kil.) *Guldsmedmoen* (Inn of Capt. Hanscu) or *Senum*, at the S. end of the *Byglandsfjord*, a lake about 36 Kil. long, consisting of two parts, separated by a short river (the *Otteraa*), with locks to facilitate navigation. The lower lake, sometimes called the *Aardalsvand*, extends as far as (23 Kil.) *Strømmen*, about 3 Kil. above *Næs*; the upper, beyond the locks, 10 Kil. long, terminates a little below *Ose*. If the state of the water permits, small steamers ply thrice weekly between Guldsmedmoen and Ose (in 4 hrs.), on Sun. going to Næs only. The traveller may therefore have to drive from Næs to (17 Kil.) Ose; or, if the steamer does not suit, the whole way from Guldsmedmoen to (42 Kil.) Ose; or possibly the whole way from Kile to (79 Kil.) *Ose*. A new hotel is in progress at *Bygland*, about halfway. *Gunnar Drengsøn's* quaint old house at *Ose*, near which is the church of *Øiestad*, affords good quarters (small collection of national costumes, etc.).

III. Day. Drive to (20 Kil.) *Helle i Hyllestad* (tolerable quarters), from which a fatiguing mountain-track leads to the *Lysefjord* (p. 46), near Stavanger (2 days; guide desirable, 12-14 kr.). Drive from Helle to (19 Kil.) *Viken i Valle* (a fair station), situated in the heart of the Sætersdal. The bottom of the valley is tolerably well cultivated, but the surrounding hills are extremely barren. The *Gaard Rige*, adjoining the church, contains an interesting collection of antiquities. Before reaching *Aakre*, a little farther on, it is worth while descending to the river to inspect the curious *Jættegryder*, or 'giant cauldrons', 6-8 ft. deep, which have been formed by the action of the water. On the opposite bank lies *Omlid*, whence a mountain-track, soon uniting with that above mentioned, leads to the *Lysefjord* (2 days; guide advisable, 12-14 kr.). — From Aakre a rough bridle-path, called the *Bispevei*, leads to the E. to (12-13 hrs.) the road between *Moland* on the *Fyrisvand*, about 6 Kil. to the S., and *Veum*, a hamlet 6 Kil. to the N., a little beyond which is the *Haugene* station (comp. p. 35; horse and man from Aakre to Veum about 14 kr.). — Beyond Aakre the Sætersdal road narrows to a bridle-path. *Viken*, as already mentioned, is the last fast station.

IV. Day. Drive by a good new road viâ *Bjørneraa* (good quarters at D. Bjørneraa's) and *Trydal* to (3 Kil.) *Bykle* or *Byklum* (1800 ft.; accommodation at Ole Drengsøn's). From Bykle a mountain-path (50 Kil.; guide necessary) leads to the *Hjøsenfjord* (p. 47).

V. Day. Ride or walk from Bykle to (17 Kil.) the *Hartevand*, and row up this lake (4 Kil. long) to *Breive* or *Breivik*, at the head of the Sætersdal, a lonely gaard, picturesquely situated, and affording rough, but tolerable accommodation. A family of Lapps, with about 1000 reindeer, has recently settled here.

The traveller may proceed from Breive (guide, *Ole Knudsen*) in one day to *Mo* or to *Heggestøl i Vinje* in Telemarken (p. 28). — Or, leaving Breive at a very early hour, he may cross the imposing *Meienfjeld* (4000 ft.) to *Jordbrække* in the *Suledal*, about 34 Kil., and thence go on to *Roaldkvam* on the *Suledalsvand*, 6 Kil. farther, a rough and fatiguing walk or ride of 10-12 hrs. (comp. p. 48).

7. From Christiansand to Stavanger.

Excursions from Stavanger.

The distance from Christiansand is officially stated at 34 Norwegian sea-miles (219 Kil. or 136 Engl. M.), but the course of the steamer is considerably longer. The distances given below are from station to station. STEAMBOATS, of different companies, ply daily in 18-20 hrs. (fares 28 kr. 40, 21 kr. 30 ø.; to Bergen, 36 kr. 80, 27 kr. 60 ø.). As the voyage is often very rough, particularly the latter part, from Ekersund to Stavanger, many travellers prefer taking their passage to *Ekersund* only (12 hrs. from Christiansand), and proceeding thence to Stavanger by railway.

The voyage from Christiansand to Stavanger by the LARGE STEAMERS presents comparatively few attractions, as the coast is very imperfectly seen from the steamboat, but the entrance to the Flekkefjord and some other points are very imposing. The vessel's course is at places protected by islands *(Skjær)*, but is often entirely without such shelter, particularly off Cape Lindesnæs, on the coast of Listerland, and near Jæderen. The small LOCAL STEAMERS are of course much slower and call at a great many unimportant stations, but they afford a good view of the curious and interesting formations of the coast. The coast-line is broken by numerous valleys descending from the '*Opland*' and terminating in long and deep fjords. These valleys are usually watered by rivers which frequently expand into lakes, and they afford a means of communication between the *Kystfolk*, or dwellers on the coast, and the *Oplandsfolk*, who differ widely from their seafaring and trading countrymen in character, dialect, and costume. At the head of these valleys, which seldom offer any attraction to the tourist, and barely even the necessaries of life, lie huge tracts of barren mountains, spreading out into vast and rarely trodden table-lands *(Fjeldvidder)*, and very rarely culminating in peaks or distinct summits. The bare rock-scenery of the coast is enlivened by a few unimportant fishing and trading towns nestling in the recesses of the fjords, and by an occasional furnace for the smelting of ore brought down from the interior. One of the principal branches of trade is the export of mackerel and lobsters to England. The former are packed in ice, while the latter are put alive into tanks *(Brønde)* in the vessels constructed for the purpose, to which the sea-water has free access. If the sea is moderately rough the lobsters rise and fall with the motion of the vessel, and arrive in good condition; but if it is too smooth they sink to the bottom of the tank and crush each other to death. Another native product of considerable value consists of the numerous plovers' *(Vibe)* eggs found on the moors and sandhills of *Jæderen*, near Ekersund.

The first steamboat-station is —

32 Kil. (20 Engl. M.) **Mandal** (*Olsen's Hotel; Natvig's;* English vice-consul, *Mr. T. F. Andorsen;* telegraph-station), the southernmost town in Norway, with 4000 inhab., consisting of *Mandal*, *Malmø*, and *Kleven*, and situated partly on rocky islands. The harbour is situated at the last of these. The *Mandals-Elv*, which falls into the fjord here, descends through a valley parallel to the Sætersdal and through several lakes from the *Aaserdal*, the upper part of the valley, 37 Engl. M. distant, a district inhabited by a very primitive pastoral people. In summer they migrate to the neighbouring mountains (*tilfjelds* or *tilheis*; *heia* signifying mountain-pasture), where they spend several months in their miserably poor *Fælæger*, and are not unfrequently attacked by bears. To the W. of the valley of the Mandals-Elv are the parallel *Undal* and *Lyngdal* valleys.

Beyond Mandal the steamer passes the mouth of the *Undals-Elv* and the conspicuous lighthouse (the oldest in Norway, first establish-

ed in 1650) on **Cape Lindesnæs** (formerly *Lindandisnæs*, Engl. *Naze*, Dutch *Ter Neuze*), 160 ft. in height. The part of Norway to the E. of an imaginary line drawn from Cape Lindesnæs to the peninsula of Stadt (p. 169) is called *Søndenfjeldske* or *Østenfjeldske Norge*, that to the W. *Vestenfjeldske Norge*. The promontory is united with the mainland by the low *Spangereid*.

57 Kil. (35¼ Engl. M.) *Farsund* (Jahnsen's Hotel; *Mr. P. I. Sundt*, English vice-consul; telegraph-station), a small seaport with 1500 inhab., situated near the mouth of a fjord running inland in three long ramifications, into the easternmost of which falls the *Lyngdals-Elv*. — Having now passed the southernmost part of the Norwegian coast, extending from Christiansand to Farsund, the steamboat steers towards the N., skirting the district of *Lister*, with its lighthouse, passes the mouth of the *Feddefjord* on the right, and enters the *Flekkefjord*, at the head of which lies —

44 Kil. (27½ Engl. M.) *Flekkefjord* (Wahl's Hotel; *Mr. J. P. M. Eyde*, English vice-consul; telegraph-station), a prettily situated seaport with 1700 inhab. and a sheltered harbour. To the S.E. lies (6 Engl. M.) *Fedde* (p. 40) on the fjord of that name, into which the *Kvinesdal* descends from the N.E., and to the N. runs the *Siredal*, with the *Siredalsvand* (120 ft.), a lake 16 Engl. M. long, the outlet of which falls into the *Lundevand*, a long lake to the W. of the Flekkefjord. — A little beyond the mouth of the Lundevand, from which the *Sira* empties itself into the sea in the form of a cascade, is —

8 Kil. (5 Engl. M.) *Rægefjord*, the station for *Sogndal* (Sluhoug's Hotel), about 3 Engl. M. inland, in the neighbourhood of which are several iron-mines worked by English enterprize.

21 Kil. (13 M.) **Ekersund.** — **Hotels.** Ellingsen's Hotel, on the right, 4 min. from the pier and 8 min. from the railway-station, unpretending, R. 1, D. 2 kr.; Jæderen (*Danielson*), a similar house, in the market near the station. English spoken; Salvesen's Hotel, all three well spoken of. — *Telegraph Station.* — *British Vice-Consul*, Mr. S. Trybring.

Ekersund or *Egersund*, a town with 2800 inhab. and a porcelain factory, lies in a singularly bleak and rocky region, at the S. end of *Jæderen*, the flat coast-district extending between this point and Stavanger. An excellent survey of the environs is obtained from the rocky hill at the back of Ellingsen's Inn, with a pole on the summit, reached in 25 min. by traversing a narrow street opposite the railway-station, and ascending to the right past the cemetery and a farm-house.

The Railway from Ekersund to Stavanger (76 Kil., or 47 Engl. M., in 3¼ hrs.; fares 4 kr., 2 kr. 48 ø.), which traverses this coast-plain, presents little attraction, the scenery being very dreary as far as *Sandnæs*, but is preferable to the steamboat if the traveller is liable to sea-sickness. The chief stations are (38 Kil.) *Nærbø*, with a telegraph-station, (62 Kil.) *Sandnæs* (telegraph-station), prettily situated at the head of the *Stavanger Fjord* (comp. the *Map*), and (77 Kil.) *Stavanger*.

The STEAMBOAT on leaving Ekersund passes the *Ekerø*, a large island protecting the harbour, with a lofty iron lighthouse. The coast is flat and dreary, and the water generally rough owing to the absence of theSkjærgaard, or belt of islands. The steamer steers towards the N., passing the *Jæderens Rev* ('reef'), a sandy promontory forming the westernmost point of Jæderen, and the mouth of the *Hafsfjord*, where Harald Haarfager ('fair hair') gained a decisive naval victory in 872, which gave him the sovereignty of the whole country, and which released him from a vow, taken ten years previously, not to cut his hair until he should be king of all Norway. A little farther on, the vessel turns to the E. and passes the *Tungenæs*, a promontory with a lighthouse, forming the N. extremity of the peninsula in which Jæderen terminates.

89 Kil. (55 Engl. M.) **Stavanger.** — **Hotels.** GRAND HOTEL, well spoken of, landlord speaks English; WESNÆS; SCANDINAVIE; NIELSEN, small. — *Bjergsted's Garden Restaurant* (concerts frequently).

British Vice-Consul, *Mr. Lars Berentzen.* English money may be changed here.

Nymann's Sea Baths. — *Norsk Turistbureau* (p. 70), Nedre Holme-Gade, near the steamboat-quay. — *Telegraph Office.*

Stavanger, an important commercial town, with about 24,000 inhab., picturesquely situated on a branch of the *Bukkenfjord*, possesses two harbours, *Vaagen*, facing the N.W., and *Østervaagen*, a smaller bay separated from the other by a peninsula called *Holmen*, on which rises *Valbjerget*, an eminence commanding a fine view. The town is one of the most ancient in Norway, dating from the 8th or 9th century, but as it has suffered very frequently from fires it now presents quite a modern appearance. Many of the houses are now built of stone. At the upper end of the Vaag lies the *Torv* or market-place, beyond which rises the *Cathedral*, and near the Østervaag is the modern *Petrikirke*. Fish is the staple commodity of the place, and the herrings, which for a time had almost entirely deserted this part of the coast, have of late reappeared.

The * CATHEDRAL, the most interesting building in Stavanger, and the finest church in Norway after the cathedral of Throndhjem, was founded by *Bishop Reinald*, an English prelate, at the end of the 11th cent. and dedicated to *St. Swithin* (*Suetonius*, Bishop of Winchester, d. 862). It is about 250 ft. in length, and 70 ft. in width. In 1272 the church was burned down, but it was soon afterwards rebuilt in the Gothic style. After the Reformation it was sadly disfigured by alterations, but since 1866 it has been restored, under the superintendence of Von der Lippe of Bergen, as far as possible to its original condition. The nave is separated from the aisles by massive pillars of early Norman or Byzantine character, which belong apparently to the original edifice. The handsome Gothic *Choir*, which adjoins the nave without the intervention of a transept, probably dates from the 13th century. The choir is flanked with four towers, two at the E. end, and two

smaller ones at the W. end, and terminates in a large and effective *E. Window*. On each side of the church are two handsome *Portals*, one entering the aisle, and another the choir. The *Pulpit (Prædikestol)* of the 11th cent. and the ancient *Font (Døbefont)* are also worthy of inspection.

The neighbouring *Kongsgaard*, once the residence of the bishop, whose seat was transferred to Christiansand in 1685, is now occupied by the *Latinskole*, with a handsome old *Chapel (Munkekirke)*. On the banks of the adjacent *Bredvand*, a small lake, are pleasant promenades.

To the N. of the cathedral are the *Brandvagt*, formerly the Marienkirke, and the *Sparbank*, or savings-bank, the building of which contains the picture-gallery of the *Kunstforeningen* (open Wed. and Sun., 11-1). In the opposite direction, about 7 min. from the cathedral, is the *Railway Station*. — Ascending the *Pedersbakke*, we may next glance at the modern *Petrikirke*, and crossing the *Nytorv*, visit the *Spilderhaug Docks*, beyond which lies the *Hetlandsmark* with the *Vor Fruekirke*.

A beautiful *Walk* may be taken to the *Belvedere Tower (Udsigtstaarn)* on *Vaalandspiben*, to the S.W., and another to the *Ullenhauge*, farther to the W., at the foot of which is a famous *Fish-breeding Establishment (Fiskeudklæknings-Apparater;* trifling fee for admission). The road to the *Paradies*, a pretty private garden, affords a good view of the harbour.

An interesting *Excursion* may be taken to *Sole*, a village on the W. coast of Jæderen, about 7 Engl. M. to the S.W., with a ruined church (said to date from 1000; now a studio), where the peculiar character of this coast may be inspected. We may then return by the E. bank of the *Hafsfjord* (p. 44), cross from *Gaard Meling* to *Malde*, and regain the town by another road.

The Stavanger Fjord.

Stavanger is the commercial centre of the district of *Ryfylke* and the numerous islands of the extensive *Bukkenfjord*, which is bounded on the W. by the *Karmø*, and on the N. by the long peninsula of which *Haugesund* forms the westernmost point. The chief ramifications of the fjord are the *Stavanger* or *Gans Fjord*, the *Høglefjord*, and the *Lysefjord* on the S., the *Hjøsenfjord* on the E., and the *Sandsfjord* (dividing into the *Hylsfjord* and *Saudefjord*), the *Sandeidfjord* (with its ramifications the *Vindefjord* and *Yrkefjord*), and the *Grindefjord* on the N. — Most of these fjords are in the form of narrow ravines several miles in length, bounded by lofty and precipitous mountains rising abruptly from the water, at the foot of which lie deposits of debris at rare intervals, affording but scanty space for the dwellings of the sparse population of the district. At places, however, the banks are of a flatter character and well cultivated, presenting a smiling and picturesque contrast to the forest with which the lower slopes are generally clothed, and to the frowning rocks and glistening snow of the higher mountains in the background. Several of these fjords are regularly visited by steamers from Stavanger (see below).

Steamboats. The following are the chief routes, but no plan should be settled until the most recent 'Communicationer' (under No. 236) have been carefully consulted.

To Sand (p. 47) on the Sandsfjord on Monday (10 a.m.), Thursday (11.30 a.m.), and Saturday (2 p.m.) in 4½-8 hrs. All the boats go on to *Saude* or *Sævde* on the *Saudefjord*, whence they start for Stavanger, viâ Sand, on the following morning (Sat. boat on Mon.). The Thurs. boat goes on from Sand to *Hylen* on the *Hylsfjord*. These boats touch at *Jelse* or *Jælsø* (p. 47), both in going and returning.

To Sandeid on the Sandeidfjord on Monday (noon) and Thursday (10 a.m.), in about 8 hrs. Both return the next day, starting at 4 a.m., the first touching at *Jelse (Jælsø)* on the way back only, the second on the way out also.

The steamers to Bergen (p. 50) merely cross the Bukkenfjord without penetrating into any of its recesses.

a. The Lysefjord.

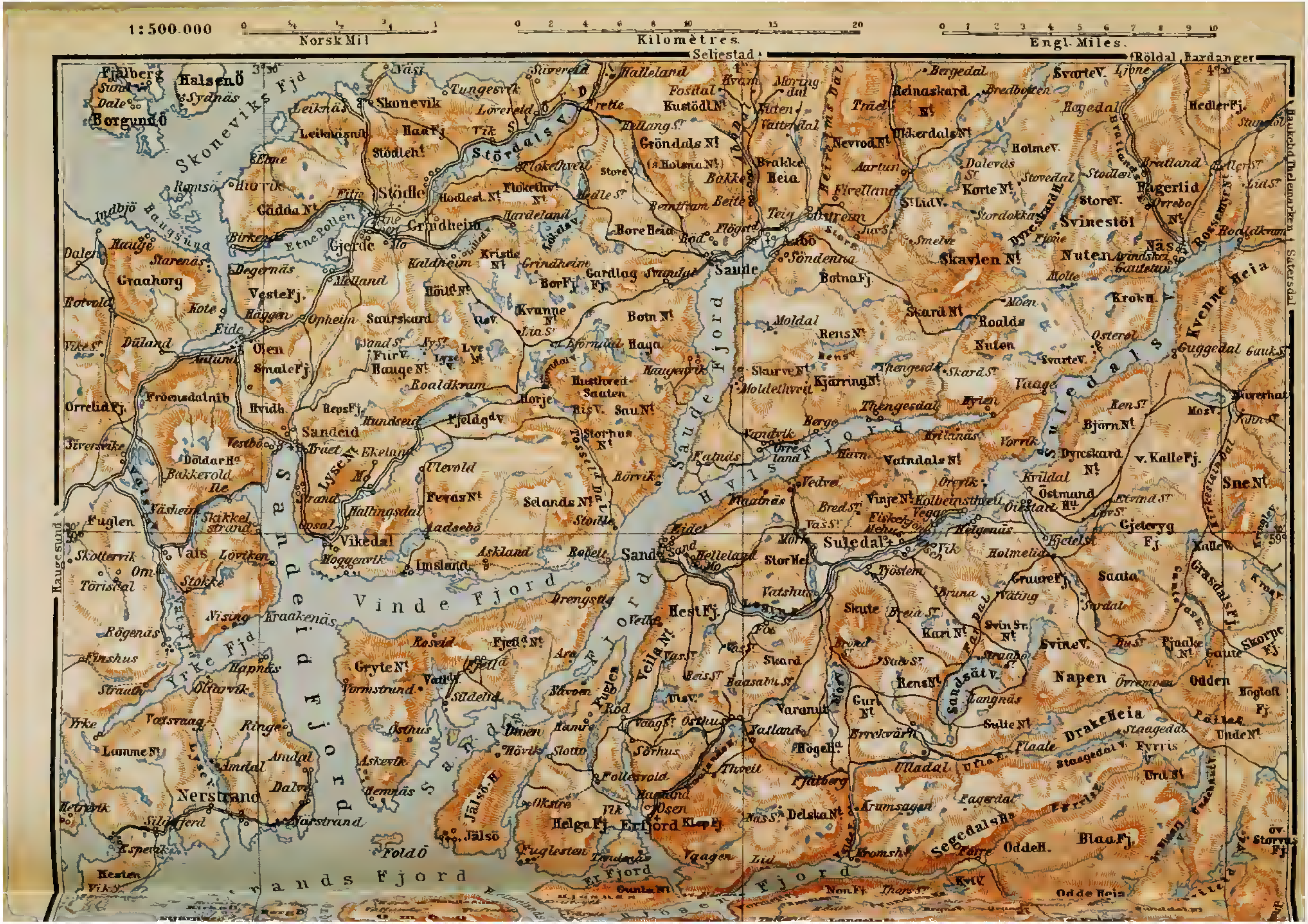
An excursion from Stavanger to the Lysefjord, the grandest fjord on the S.W. coast of Norway, occupies 2-3 days, and is attended with some fatigue and privation, unless, as sometimes happens, an excursion-steamer runs from Stavanger to Lyse and back in one day. The excursion-steamer may be hired by private parties.

The small steamer 'Oscar II.' plies from Stavanger to *Fossan* on Tues., Thurs., & Sun., in 2 hrs.; or the traveller may take the train to *Sandnæs* (p. 43; 1½ hr.), and drive thence to (24 Kil.) *Høle* or *Høgsfjord* (3-4 hrs.). Tolerable quarters may be procured at Høle. Here we hire a boat with two or more rowers (15-20 kr. for the whole excursion) and cross the Hølefjord to (5 Kil.) *Fossan* and the church of *Gjøse*, at the entrance to the Lysefjord, on the S. side, where we may visit a large moraine which led *Esmark*, a Norwegian savant, about the year 1821, to the conjecture that the whole country was once covered with glaciers. (See *Forbes's Norway*, Edin., 1853; p. 239.) We then enter the ***Lysefjord,** a wild and almost deserted arm of the sea, 500-2000 yds. in width, 23 Engl. M. long, and at places 1400 ft. in depth, and enclosed by precipitous rocky mountains upwards of 3000 ft. high. At the head of the fjord lies the hamlet of *Lyse* (poor quarters), surrounded by imposing rocks, a little to the N. of which rises the *Lysekam* (4500 ft.). A curious and unexplained phenomenon is sometimes observed here. A crashing noise like thunder is heard, immediately after which a gleam of light flashes horizontally over the surface of the fjord, disappearing halfway across. The noise and light are believed to proceed from a kind of cavern in the face of the rock at least 2000 ft. above the fjord, and inaccessible except by means of ropes from the top of the mountain (1000 ft. above it). See *Vibe's* 'Meer und Küsten Norwegens' (Gotha, 1860.)

From Lyse to *Helle* in the Sætersdal, a very rough and fatiguing walk of two days, see p. 41.

b. The Sandsfjord and Hylsfjord.

As above mentioned three steamers weekly run from Stavanger to *Sand* on the Sandsfjord and to *Saude*, one going on to *Hylen*.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Norsk Mil
Kilomètres
Engl. Miles
Seljestad
Röldal Hardanger
Haukelid Thelemarken
Sätersdal
Haugesund
Skoneviks Fjd
Halsenö
Borgundö
Skonevik
Stördals V.
Etne Pollen
Gjerde
Grindheim
Stödle
Sande
Sande Fjord
Hyls Fjord
Suledals V.
Suledal
Sand
Vinde Fjord
Sandeid Fjord
Sandeid
Vikedal
Nerstrand
Yrke Fjd
Vats
Jelsö
Erfjord
Sands Fjord
Saurskard
Skavlen Nt
Svinestöl
Kvenne Heia
Drakeheia
Napen
Blaa Fj.
Odde Heia
Sandsät V.

BUKKEN
FJORD
Find Ö
Rennes Ö
Ombö
Randö
Kirkeö
Bergö
Stjärnerö
Hjosnäs
Hjelmeland
Hjelmelands Fjd
Ombö Fjd
Fister
Fogn Ö
Sörbö
Aardal
Strand
Strandsto
Kjortaasen
Idsö
STAVANGER
Gands Fjd
Höle
Gjöse
Lyse Fjord
Kaase Ha
Kjerag
Lysekam
Klinke Horten
Klöggen
Klampenborg
Aure Horten
Aure Skard
Sandklev
Stute Fj
Nuns Fj
Tolland
Langelo Fj
Sanddal Nt
Lyngevd
Klubbe Fj
Krostöl Fj
Tinde Fj
Sten Heia
Blaa Fj
Halse Heia
Osdal Ha
Vinddals Fj
Kvasse Fj
Braadlds Heia
Halfar Ha
Sätersdal
Ekersund
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Wagner & Debes, Leipzig

The steamer starting on Thurs. calls at *Søholmen*, *Skartvedt*, *Holle*, and *Jørstadvaag*. The others call at *Tau* (15 Kil. to the N.E. of Stavanger; path thence past the *Bjøreimvand* and the *Tysdalsvand* to *Bergeland* in the *Aardal;* 6 Kil. above Bergeland is the picturesque *Hjaafos*), *Fister*, and *Hjelmeland* on the mainland. Between Tau and Fister opens to the right the *Aardalsfjord*, which is visited by the Monday boat from Sand to Stavanger. *Hjelmeland* lies at the mouth of the *Hjøsenfjord*, a long inlet somewhat resembling the Lysefjord in character. From the head of that fjord a rough and fatiguing route crosses the mountains in 2 days to *Valle* in the Sætersdal (p. 41).

All three steamers touch at **Jælsø** or *Jelse (Inn)* on the mainland (3-5 hrs. from Stavanger), at the mouth of the Sandsfjord, a village of some importance, with a church and an excellent harbour, where the large coasting steamers also touch. We now enter the **Sandsfjord,** and in 1½ hr. more reach —

Sand (**Kaarhus; Rasmussen; Marvig*), at the mouth of the *Laagen*, which descends from the *Suledalsvand*, 20 Kil. distant.

The Thursday steamer goes on from Sand into the ***Hylsfjord**, an eastern ramification of the Sandsfjord, reaching *Hylen* (good quarters) at the head of the fjord in 1¼ hr. more (6 hrs. from Stavanger). From Hylen to *Vaage* on the Suledalsvand (1 hr.), a very picturesque walk of 1½-2 hrs., crossing the lofty *Hylsskar* (1 hr.), where we stand on a narrow ridge, a few feet only in width, and enjoy a magnificent view of the lake below.

c. From Sand to Røldal and Odde viâ the Suledalsvand.

This easy and attractive route, forming a delightful approach to the HARDANGERFJORD (less interesting in the reverse direction), occupies 1-1½ day. Heavy luggage should be sent direct from Stavanger to Odde or Bergen by steamboat. — The skyds-stations are all fast except *Sand*, where previous notice is necessary.

Sand, see above. We engage a carriole here for Osen (2 kr. 47 ø.). The good road ascends the somewhat uninteresting valley of the *Laagen* or *Logen*, which forms several waterfalls. Both the river and the Suledalsvand, out of which it flows, abound with salmon and have been leased for 40 years by some English anglers, whose handsome residences are seen at Sand, at the Skotifos, and near the church of Suledalen. About 5 min. after leaving Sand we pass the *Sandfos* and in 40 min. more the hill of *Juvo;* to the left are the *Grovfos* and the *Skotifos*. The road crosses the river ½ hr. farther on and leads along the level right bank. Fine view in front.

The church of *Suledalen* and the fast station of *Mehus* lie to the left. In 50 min. more we reach **Osen** (**Hôtel Suldal*, R. 1, B. 1, S. 1, D. 1½ kr.), 19½ Kil. from Sand, situated on the right bank of the Logen, at the point where the stream issues from the lake. Travellers coming in the opposite direction find carriages here and do not need to go on to Mehus.

The narrow and solitary **Suledalsvand** is now traversed daily, except Wed. and Sat., by a steamer leaving Osen in the morning and Næs in the afternoon (2-2½ hrs.) At other times a small boat may be hired (with three rowers 7½ kr.; 3½-4 hrs.). Opposite Osen rises the curious rocky pyramid of *Straabekollen*. At first the lake is not wider than a river. To the right lies the gaard of *Vik*, to the left *Vegge*. At this point there is no visible outlet ahead. To the left is *Kolbeinsthveit*, where the road ends; to the right is *Helgenæs*. We then traverse the rocky defile of **Porten*, where the imposing cliffs to the left rise to a height of over 300 ft. The lake now suddenly expands. In a wide bay to the right are the extensive farms of *Øiestad* and *Kvildal;* on the opposite bank, farther on, lie *Vorvik* and *Vaage* (good accommodation; steamboat and slow skyds station). Vaage lies about 1½ M. below the *Hylsskar* (p. 46) and is connected with (3½ M.) Hylen by a pleasant bridle-track (comp. p. 47). We now enjoy a view of the central reach of the lake, which is divided into five sections with a total length of 18 Engl. miles. To the left, high up, lies *Laleid*. In front we obtain a good view of the curiously rounded and polished promontory of *Boshaugen* and of the mountains to the N. To the S.E. rise the snow-clad *Kalle-Fjeld* and the long *Kvenne Heia*. — The steamer usually goes no farther than Næs, but if required will carry travellers on to (2½ Engl. M.) *Roaldkvam* (tolerable accommodation), at the extreme upper end of the lake, whence toilsome mountain-paths cross to the Haukeli Sæter (p. 29; 13 hrs.) and to Breive in the Sætersdal (p. 41).

Næs (*Nils Ljone's Hotel*, on the lake, R. 1, B. 1, S. 1 kr., clean, beds not firstrate; *Erik Gautetun's Hotel*, new) lies at the beginning of the new road to Røldal. The small skyds-station is 'fast', but affords no accommodation.

The road first leads through a magnificent *Ravine, with overhanging rocks and waterfalls; at places it has been formed by blasting the living rock and at one point it passes through a tunnel. Farther on the valley is less interesting. At the gaard of *Thornæs*, about 5½ Kil. from Næs, the road crosses to the left bank of the *Bratlands-Elv*, a stream descending from the Røldalsvand; it next passes the gaard of *Bratland*. To the left is a lofty waterfall. Farther on we pass the gaards of *Grebække*, *Selleland*, *Hægerland*, and *Lien*, on the slope of the *Kaalaas*. Beyond a narrow ravine, through which the Bratlands-Elv foams in a series of rapids, we cross the *Hægerlands-Bro* and regain the right bank of the stream. This part of the route shows the most fantastic rock-formations, due to the ceaseless energy of the river. The road now reaches the narrow *Ljonevand*, skirts the gaard of *Ljone*, and crosses the bridge of that name. The scenery here is very attractive. Above the small *Hundefos*, forming the outlet of the Røldalsvand, towers a huge cliff, the surface of which has been worn perfectly smooth.

16 Kil. (10 Engl. M.) **Botten** or *Botnen*, a 'fast' station for both horses and boats (no provisions), is situated at the S. end of the *Røldalsvand*, a narrow lake, 5½ Engl. M. long, surrounded by a ring of finely-shaped mountains. The road is being continued along the lake to Røldal. At present the traveller performs this distance by boat in 1½ hr. (two rowers). The landing-place at *Røldal* is ¼ hr. from the skyds-station of *Gryling i Røldal*, mentioned at p. 30.

d. The Saudefjord.

The N. arm of the Sandsfjord is named the *Saudefjord* or *Søvdefjord*. Its banks are attractive but do not vie in grandeur with the main fjord. **Saude** or *Søvde* (**Rabbe's Hotel*, in Gamle Kirkebygden, R., B., D., and S. 1 kr. each), picturesquely situated at the head of the fjord, 19 Kil. from Sand, may be reached from Sand by the steamer in 1¼ hr. (twice weekly direct, once viâ Hylen; comp. p. 47) or by small boat with two rowers in 3-3½ hrs. (fare 5 kr.). It is not a skyds-station, and horses are procured with difficulty. Pleasant walks may be taken to the S.W. to the pretty little *Svandal;* to the N.E. to (2 hrs.) *Birkelandsdalen*, with its well-made roads and large zinc-mines, which are said to be very rich, though not worked at present; to the E., along the fjord, to (35 min.) *Indre Saude*, with the parish-church and a view of the *Søndenaa-Fos*, and thence to (10 min.) the bridge across the stream descending from the *Aabødal*, which here forms the *Høllandsfos*.

From Saude through the Slettedal to Seljestad, 1½ day, the night being spent at Aartun. This fine mountain-tour is somewhat toilsome owing to the streams and marshes that have to be crossed. Horse and guide to Aartun (4½ hrs.), 4 kr.; from Aartun (where horses are more easily procured) to Seljestad (10 hrs.), 10 kr. A guide and provisions are indispensable for the part of the route between the sæter of Vier and the Nya Sæter.

As far as the (¾ hr.) bridge at the *Høllandsfos*, see above. The road ends at *Østreim*, 35 min. farther on. To the right rises the snow-clad *Skavle Nuten*. In 10 min. more we begin the ascent; below, to the right, flows the *Stor Elv*. Several points command charmingly varied views of the N. part of the Saudefjord. In ¼ hr. after beginning the ascent we reach a bridge over the *Fivellands Elv*. in 25 min. more a saw-mill, and then (10 min.) the gaard of *Fivelland*. After a climb of 50 min. more the path turns to the N.E. and we obtain our last retrospect of Østreim. The first view of Aartun and the N. end of the *Store Lid-Vand*, with the lower part of the *Suldalsfos*, breaks upon us ¼ hr. farther on. — About 50 min. later we overlook the whole basin of Aartun, forming a beautiful green oasis, with houses, fields, stream, lake, and waterfall, in the midst of the dreary grey expanse of the fjeld. At (¼ hr.) **Aartun** (clean bed, with 'Fladbrød', milk, and cheese, at the house of *Christen Aartun*) we come in sight of the fine head of the Suldalsfos.

From Aartun we ascend rapidly for 10 min., passing a broad but low waterfall (right), and then proceed to the N. into the *Slettedal*, following the right bank of the stream. To the right (10 min.) is a lofty fall formed by the *Slettedals-Elv*, which here issues from a gorge 3 M. in length. We continue to ascend and in 25 min. obtain an extensive view of the valley. We then descend for 10 min. and reach a broad, level, and marshy part of the valley. — 10 min., to the right, on the left bank of the stream, the sæter of *Oiaden*. — ¼ hr. (right) *Reinaskard Nuten*. —

20 min. *Lias Sæter*, opposite which, to the E., the *Bergedals-Elv* forms a waterfall and enters the Slettedals-Elv. — 25 min. *Indre Jore Sæter.* The monotony of the landscape is broken by numerous torrents (to the left). — 65 min. *Skridet Sæter.* In 1/4 hr. more the valley becomes narrower, wilder, and more imposing. To the left is a lateral valley encircled by snow-clad mountains. We pass the sæter of *Ornebu.* In 3/4 hr. more the route bends to the E. and in other 3/4 hr. it crosses the stream and reaches the sæter of *Vier.* Before we reach the head of the valley, which forms a kind of rocky amphitheatre with the sources of the stream, the path (1/2 hr.) turns to the N. and ascends rapidly. From the (1 hr.) top we have a fine *Retrospect of the snow-draped Kirkenuten and the Sletteda1. In front of us lies a shallow basin containing the ice-bound *Steenvand* and numerous other lakes and small ponds. The path is indicated by cairns but is easily missed owing to the abundance of snow. We now descend, obtaining (1 1/4 hr.) a fine view in front. — From (40 min.) the *Folgefond* (p. 55), somewhat to the left, we descend gradually, across a wide tract of moorland with numerous ponds and past the *Nya Sæter.* to (1 3/4 hr.) a bridge crossing to the Røldal road. — 5 min. *Seljestad*, see p. 67.

e. The Sandeidfjord.

The steamers from Stavanger to the **Sandeidfjord,** like those to the Sandsfjord, take different routes, both in going and returning. At the mouth of the Sandeidfjord, on the left, lies *Nærstrand*, where travellers desirous of proceeding direct from Saude to Sandeid (or vice versa) change boats (p. 49). Beyond Nærstrand the steamer soon reaches the point where this fjord, running N. and S., is intersected by the *Yrkefjord* to the W. and the *Vindefjord* to the E., forming a complete cross, and recalling the form of the Lake of Lucerne. On the right, near the mouth of the Vindefjord, is *Vikedal*, a pretty place with thriving farm-houses, beyond which we soon reach **Sandeid** (*Fru Meidell's Inn*, well spoken of), pleasantly situated at the head of the fjord (6 1/2-9 1/2 hrs. from Stavanger, according to the route taken by the steamer).

Travellers bound for the Hardanger should drive from Sandeid across the 'Eid', or neck of land which separates the Sandeidfjord from the Hardanger, to (8 Kil.) *Ølen* (p. 54), where steamers touch thrice weekly.

8. From Stavanger to Bergen.

The direct distance by water from Stavanger to Bergen is 25 Norwegian sea-miles (160 Kil. or 100 Engl. M.), but the course taken by the steamers is considerably longer. In the following route the distances are given from station to station. — FROM STAVANGER TO BERGEN there are usually eleven steamers weekly, five being vessels of considerable size from Christiania, and one from Hamburg, bound for Bergen or more distant places, while five smaller steamers ply weekly between Stavanger and Bergen only. The larger boats touch at *Haugesund* only, beyond which they proceed direct to Bergen, either passing between the *Bømmelø* and the *Stordø*, or between the latter and the *Tysnæsø*. The outer islands are mostly bare and rocky, and of moderate height. The voyage by the direct steamers takes 8 1/2-12 hrs. One of the local boats, touching at *Næshavn* on the W. coast of the *Tysnæsø*, performs the journey in 11 hrs.; the others, pursuing the more interesting course viâ *Terøen* (p. 55), take 12-15 hrs.

Nearly the whole voyage by all these steamers is in smooth water, their course being protected by islands, except for a short distance between Stavanger and Kopervik, and between Haugesund and Langevaag. The steamers are comfortably fitted up, but the sleeping accom-

modation is always very limited. Breakfast or supper is provided for 1-1½ kr., dinner for 2-2½ kr.; steward's fee about 50 ø. per day. — Lastly, it may be mentioned, that, as the fine scenery of the Hardanger Fjord (R. 9), does not begin till Herøen and Terøen are approached, the traveller loses little by going thus far at night.

The navigation of these western fjords of Norway, with their innumerable rocky islands, winding channels, promontories, and sunken rocks, is exceedingly intricate, often demanding the utmost attention of the captains and pilots, whose skill the traveller will have occasion to admire. Most of the captains speak English, sometimes German also, and they are usually very obliging. — Numerous lighthouses *(Fyr)* on both sides of the steamer's course are passed between Stavanger and Langevaag, to the N. of Haugesund.

On leaving Stavanger the vessel steers towards the N.W.; on the left are the *Duse-Fyr* and *Tungenæs-Fyr* on the *Randeberg;* to the right the *Hundvaagø*, the *Mosterø*, the *Klosterø* with the ruined *Ulstenkloster*, and beyond it the larger *Rennesø* and other islands. On the left we next observe the lofty lighthouse on the *Hvitingsø*, beyond which the open and unsheltered mouth of the *Bukkenfjord* is crossed (in about an hour). To the N.W. is the lighthouse of *Falnæs (Skudesnæs).* We next observe the small seaport (1100 inhab.) of *Skudesnæshavn*, with its lighthouse, to the left, at the S. end of the *Karmø*. The steamer now enters the *Karmsund*. The first station at which the steamers usually stop is *Førresvik*, a village on the *Bukkenø*.

44 Kil. (27½ Engl. M.) **Kopervik**, or *Kobbervik* (*Inn;* telegraph-station), with 850 inhab., is one of the largest villages on the *Karmø*, a large and populous island, to which the herring-fishery is a source of much gain. The island is nearly flat, and tolerably well cultivated at places, but consists chiefly of moor, marsh, and poor pasture-land, and is almost entirely destitute of trees. It contains numerous barrows, or ancient burial-places, especially near the N. end, some of which have yielded relics of great antiquarian value. The climate, which is cool in summer and mild and humid in winter, is exceptionally healthy, the average annual death-rate being only 12 per thousand. — About 10 Engl. M. to the W. of the Karmø lies the small and solitary island of *Utsire*, with a chapel and a lighthouse.

On the left, about 4 Engl. M. beyond Kopervik, is the old church of *Augvaldsnæs*, adjoining which, and inclined towards it, is an old 'Bautasten', 25 ft. in height, known as '*Jomfru Marias Synaal*' (the Virgin Mary's Needle). Tradition says that when this pillar falls against the church the world will come to an end. To the N. of this point, on the opposite side of the 'Sund', are five similar stones, popularly called the '*Five Foolish Virgins*'. At the end of the Karmsund, on the mainland, lies —

15 Kil. (9½ Engl. M.) **Haugesund** (*Jonassen's Hotel; Olsen's*; telegraph-station), locally known as *Karmsund*, with 5600 inhab.,

a place of no interest, except as the supposed burial-place of Harald Haarfager (d. 933), whose original tombstone is still pointed out. On this spot, the *Haraldshaug*, a mound of earth a little to the N. of the town, rises an *Obelisk* of red granite, 45 ft. in height, on a square pedestal, around which are placed a number of stones, 9 ft. in height, called the *Fylkestene*, representing the *Fylker*, or districts into which Norway was formerly divided. This monument, called *Haralds-Støtten*, was inaugurated in 1872, on the thousandth anniversary of Harald's victory on the Hafrsfjord, in consequence of which the whole of the Fylker were united under his sceptre. — A road leads from Haugesund to the E. to (48 Kil.) *Ølen* (see below).

To the N. of Haugesund extends an unprotected part of the coast, called *Slelten*, nearly 3 M. (19 Kil.) in length. Near the N. end of this tract, about 1 hr. beyond Haugesund, is *Lyngholmen*, where some of the steamers stop, the first station in Bergens-Stift, or the province of Bergen, to the W. of which is the *Ryvardens-Fyr* on a rocky island. We now enter the *Bømmelfjord*, one of the narrow inlets of the Hardanger (p. 54), passing the *Bømmelø* on the left, on which rises *Siggen* (1540 ft.), a hill known as one of the 'towers' of Bergen. This district is called the **Sønd-Horland**, the natives of which are known as *Søringer*. Picturesque mountains in the background. Some of the steamers next stop at *Tjernagel*, on the mainland, 2 M. (12 Kil.) farther on, others at *Langevaag*, on the Bømmelø, opposite.

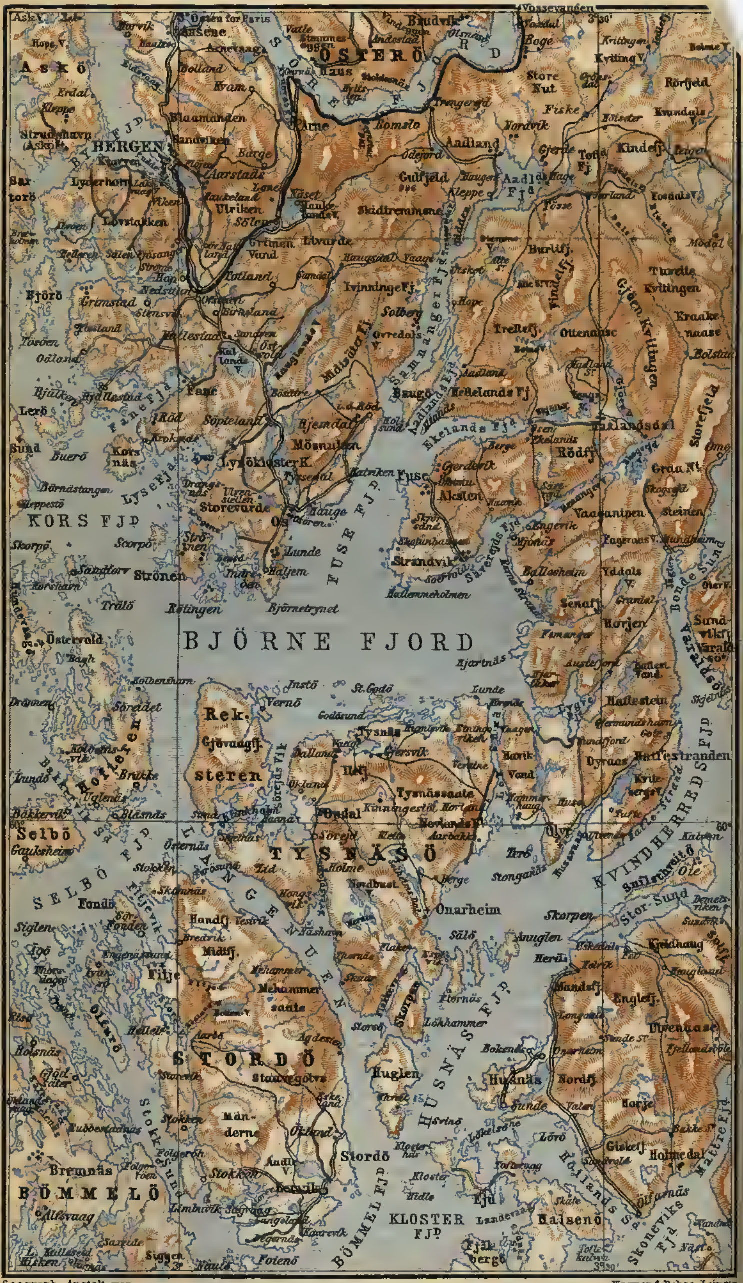
36 Kil. (22½ Engl. M.) *Mosterhavn*, the next station, on the *Mosterø*, boasts of a church built by Olaf Tryggvason (995-1000), the oldest in Norway but of no architectonic interest. — From this point onwards, comp. the *Map*.

12 Kil. (7½ Engl. M.) **Lervik,** a station of some importance (telegraph-office), where passengers to and from Ølen-Fjære (see below) change steamers. It lies at the S. end of the *Stordø*, one of the largest of the islands at the entrance to the Hardanger. The well-wooded *Halsenø*, an island to the E., contains part of the buildings of a Benedictine monastery, founded probably in 1164. Several barrows in the vicinity.

The *Aalfjord*, with *Rekenæs* and *Vikevik*, and the *Skoneviksfjord*, extend S. and S.E. of Lervik respectively and are visited by steamer only once or twice weekly.

On the *Ølenfjord*, a branch of the Skoneviksfjord, lies **Ølen** (*Inn*, skyds-station), 8 Kil. from Sandeid (p. 54), and visited 4 times weekly by steamer. A steamer starts hence for Bergen (and for Stavanger; change at Lervik or Seminariet) on Tues. and Frid. mornings. Another calls here on its way to Fjære (see below) on Mon. morning, and on its way back to Vikevik (see above) on Thurs. afternoon. (This last steamer is of no importance to tourists.) — The Mon. and Thurs. steamers (see above) also touch at **Etne**, at the head of the *Etne-Pollen*, whence a mountain-path leads direct to (ca. 50 Kil.) *Seljestad* (p. 30), a very fatiguing walk of 11-12 hrs.

Eastwards from the Skoneviksfjord runs the *Aakrefjord*, with the steamboat-stations *Aakre* and (at the head of the fjord) **Fjære** (bad quar-



Geograph. Anstalt von Wagner & Debes, Leipzig

1:500.000

0 2 4 6 8 10 15 20 Kilometres

0 1 2 3 4 5 6 7 8 9 10 Engl. Miles

ters). Hence a bridle-path (practicable for one-horse vehicles) crosses the mountains, amidst imposing scenery, viâ *Rullestad* (scanty accommodation) and *Vintertun*, in 6-7 hrs. to (18 Kil.) *Gaard Jøsendal* (fair quarters), situated between *Seljestad* and *Hildal* on the road to *Odde* (see p. 30); a little beyond Vintertun a branch of the track descends to the right direct to Seljestad (p. 30; comp. the *Map*, p. 54).

Beyond Lervik the direct steamer traverses the *Bømmel-Fjord* and *Kloster-Fjord*, the latter named after the above-mentioned monastery on the Halsenø.

13 Kil. (8 M.) **Sunde,** situated on the E. side of the *Husnæs-Fjord*, on the peninsula of *Husnæs*. Travellers bound for the Hardanger Fjord have often to change steamers here (comp. p. 54).

Herøen (*Inn*, well spoken of), a small island opposite *Helvik*, is an important station, as most of the steamers to the Hardanger, both from Stavanger and from Bergen, as well as several of those plying between Stavanger and Bergen, touch here (see p. 54). The scenery now becomes more interesting; the mountains are higher and less barren, and on every side the eye is met with a picturesque profusion of rocks, islands, promontories, and wooded hills, enlivened with bright-looking little hamlets nestling in sheltered creeks.

19 Kil. (12 M.) **Terøen** *(Olsen's Inn)*, a little island and village near the N. coast of the fjord, and to the E. of the large *Tysnæsø*, is a very important station, six steamers running thence weekly to Bergen, four into the Hardanger, and two to Stavanger. Travellers have often to change boats here. The scenery is remarkably fine here, especially as the snowy summit of the *Folgefond* (p. 55) is now visible towards the E.

Near this point we quit the Sønd-Horland, the island and coast district hitherto skirted, and enter the **Nord-Horland,** and it is here that the *Hardanger Fjord* strictly speaking begins.

Beyond Terøen the steamer passes through the *Loksund*, a very narrow strait between the mainland and the *Tysnæsø*, offering many attractions to artists, anglers, and others. The next station, *Einingeviken*, lies on the Tysnæsø, at the N. end of the strait; beyond which is *Godøsund* (Gullaksen's Inn, with sea-baths), on a small island to the N. of the Tysnæsø. The *Bjørnefjord* is next traversed. To the N. lies *Os* or *Osøren* (Hansen's Hotel, well spoken of; fast skyds-station), pleasantly situated on the *Fusefjord* and forming a good starting-point for walks to Hatriken, the Ulvenvand, the convent of Lyse, and other attractive points. The steamer passes *Lepsø* (to the right) and proceeds through the narrow *Krogene* and the *Korsfjord*. To the right is the *Lysefjord*, with the charming island of *Lysø*, now the property of the widow of the famous violinist Ole Bull, which is a pleasant point for a day's excursion from Bergen viâ Nestun and Fane (see p. 78). On the W. bank of the Lysefjord lies the ruined convent of *Lyse*, dating from 1146; the church has been dug out of the sand with which it had been covered. On the N. the Lysefjord is bounded by the peninsula

of *Korsnæs*. To the left, a little later, is the lighthouse of *Marstenfyr*, apparently rising directly from the sea. Then *Bukken*, a small island between the mainland and the *Sartorø*. The scenery on this part of the voyage is less attractive than at the mouth of the Hardanger. Bergen comes in sight as the steamer rounds *Kvarven*, the N. spur of the *Lyderhorn*; on the left (N.W.) rises the mountainous *Askø* (p. 78). The first view of the town is very striking.

71 Kil. (44 Engl. M.) **Bergen**, 4½ hrs. from Teråen, 8½-15 hrs. from Stavanger, see R. 10.

9. The Hardanger Fjord.

Comp. the Maps, p. 52 (Outer Hardanger Fjord) *and p. 54* (Inner Hardanger Fjord), *which join at the dotted line on the lower (western) side of the latter.*

From Stavanger to Odde on the Hardanger Fjord direct STEAMBOAT ('Folgefonden') once weekly, starting on Sun. evening and taking 22 hrs. to the passage (fare 15 kr.). The traveller may also take the same steamer from Stavanger on Thurs. morning (on its way to Bergen), and disembark at *Herøen*, whence a steamer ('Hardangeren'; from Bergen) plies to *Eide* and *Odde* in the afternoon. Other pleasant ways of making this trip are as follows: from Sandeid proceed to *Ølen* (pp. 50, 52), and thence by steamer to *Teråen* (p. 53); or, a particularly attractive route, from *Sand* to *Odde* viâ the Suledalsvand (p. 47).

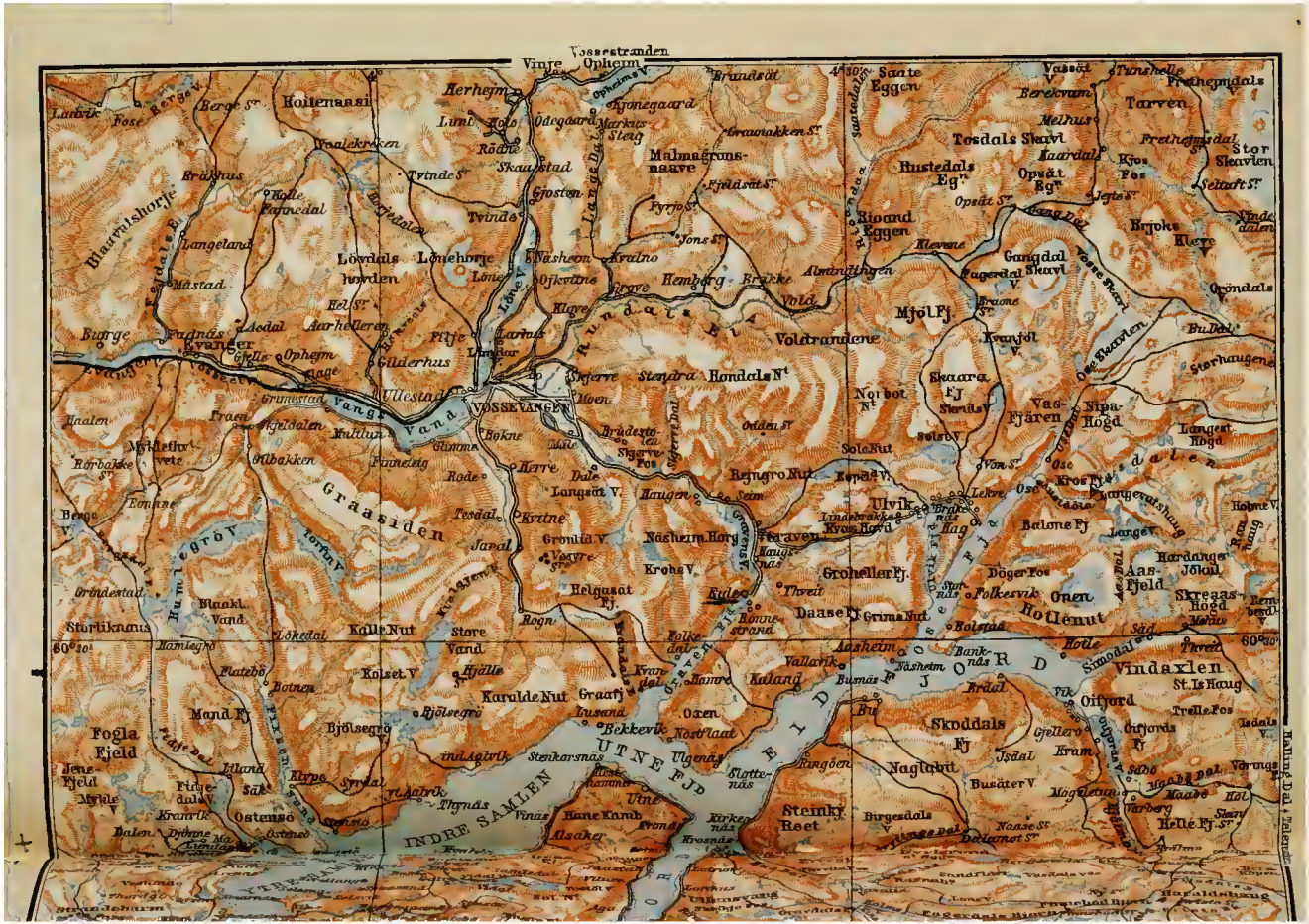
From Bergen to the Hardanger Fjord there are six STEAMBOATS weekly. The Sun., Wed., & Frid. boats start at 8 a.m. and proceed direct to Odde in 12-13 hrs. (ca. 8 kr.); the Sat., Tues., and Thurs. boats, starting respectively at 9 a.m., 6 a.m., and 9 a.m., proceed first to Eide (in 14½, 18, and 15 hrs.) and go on thence to (8½ hrs.) Odde. A local steamer also plies between Ulvik, Eide, and Odde. Comp. the "Sommer-Ruter for Hardanger-Søndhordlandske Dampskibsselskabs Skibe 'Hardangeren', 'Folgefonden', 'Lyderhorn', 'Søndhordland', 'Vikingen', og 'Hordaland'" (distributed gratis on the steamers named), or the 'Communicationer' (Nos. 240-245).

From Bergen viâ Vossevangen (railway) *to Eide*, see R. 11.

From Telemarken viâ the Haukeli-Sæter to Odde, see R. 4.

It need hardly be said that the traveller who performs the whole journey to the head of the fjord and back by water cannot thoroughly appreciate the beauties of the scenery. The favourite headquarters for excursions are *Eide*, *Utne*, *Ulvik*, *Eidfjord*, *Lofthus*, and *Odde*. The inns are generally good and reasonable, but are often full in the height of the season (ending about Aug. 10th).

The ***Hardanger Fjord**, the main channel of which is subdivided into the *Kvindherredsfjord*, the *Hisfjord*, the *Ytre* and *Indre Samlen*, and the *Sørfjord*, runs from Teråen to the N.E. for about 50 Engl. M. to Utne, where it turns suddenly to the S. to Odde, a distance of 25 M. more (in all 75 Engl. M.). Opposite Utne diverge the *Graven* and *Eid* fjords. The average breadth of the fjord is about 3 Engl. M., but the upper part of the Sørfjord gradually narrows to a width of a few hundred yards only. The scenery is justly celebrated for its beauty and grandeur, and of all the Norwegian fjords this is perhaps the most attractive on account of its variety. It is enclosed by rocky and precipitous mountains 3000-5000 ft. in height, between which and the sea fertile and thickly peopled dis-


Vossestranden
Vinje
Opheim
Herheim
Kjonegaard
Markus-Steig
Graawakken S.
Malmagrons-naave
Fjeldsæt S.
Fyrjos
Jons S.
Hemberg
Brække
Aburrøthagen
Voldø
Voldrandene
Mjølfj.
Gangdal
Skavl
Tarven
Prestegmoens
Stor Skavlen
Brjoks
Kleve
Grøndals
Buldal
Storhaugene
Vasfjæren
Nipa-Høgd
Langest. Høgd
Rustedals Eg.
Opsæt Eg.
Tosdals Skavl
Melhus
Kjos Fos
Setsæt S.
Opsæt S.
Jegtes S.
Rivand Eggen
Eggen
Saate
Vasæt
Tunhelle
Berekvam
Mevene
Gangdal
Fagerdal
Skavl
Braane S.
Skaara Fj.
Sørdø
Norbot N.
Solsø
Sole Nut
Ulvik
Lindbrækken
Kvas Rød
Bjørgo
Lekve
Ose
Kros Fj.
Bjørgo
Balone Fj.
Aas-Fjeld
Folkesvik
Onen
Hotlenut
Skreaas Høgd
Hardanger Jökul
Hotle
Vindaxlen
St. Is Haug
Oitjord
Trelle Fos
Skoddals Fj.
Jsdal
Kram
Nagluhii
Busæter V.
Mogleetun
Stenky Roet
Birgesdals
Naase S.
Helle Fj.
Ytre Vasenden
Indre Vasenden
Vasenden
Ytre Vasenden
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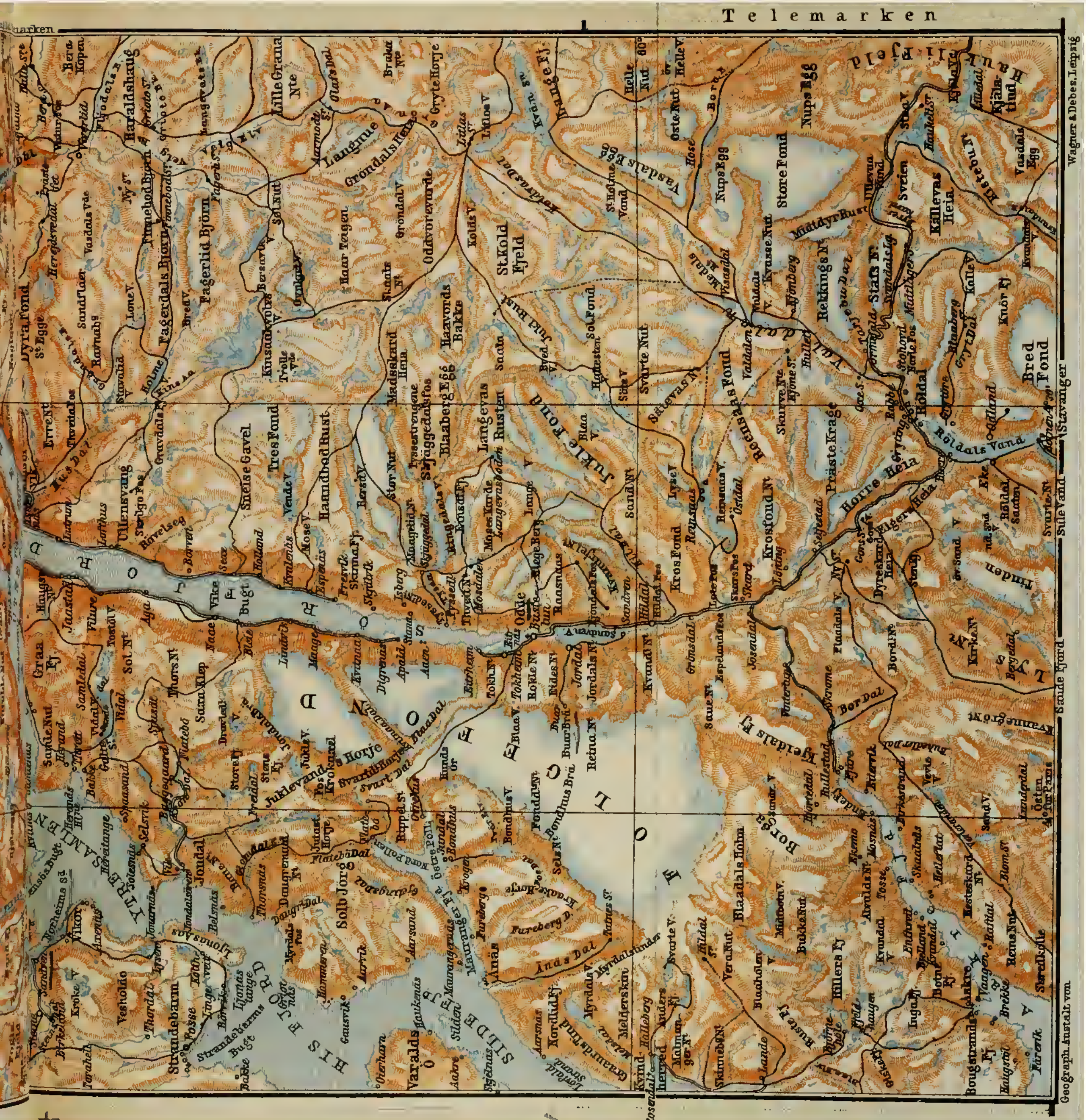

Telemarken
Hardanger Fjord
Folgefond
Odde
Röldals Vand
Jukle Fond
Wagner & Debes, Leipzig
Geograph. Anstalt von

tricts are often interposed, while the huge and spotless snow-mantle of the *Folgefond* is frequently visible in the background. The W. bank is much more varied in outline than the E. bank, where the rocky heights skirt the fjord for miles in an almost unbroken wall. To other attractions must be added two of the finest waterfalls in Norway, hardly indeed surpassed in Europe, both of which are easily accessible to good walkers. The population (*'Harænger'*), too, and their national characteristics will interest many travellers. Weddings here are still very picturesque festivities, though generally falling short of *Tidemand's* beautiful *'Brudefærd'*. The bridal crowns and gold and silver trinkets (such as the *Sølje*, or *Sylgja*, a kind of brooch or buckle) are curious, and the embroidery, coverlids (*Slumretæpper*), and carpets (*Tæpper*) manufactured in this district are much sought after. The costumes are seen to the best advantage on a Sunday morning before or after divine service. The women, who wear the *'Skaut'*, a kind of cap of white linen with stripes, and sometimes a picturesque red bodice, may often be observed giving the finishing touches to their toilet after landing from their boats to attend church. The primitive mode in which public worship is conducted is very characteristic. The national music and the six-stringed Hardanger violin are also curious and interesting.

Tereen, see p. 53. The Hardanger Fjord begins on the E. side of this island, whence a striking view is enjoyed of the ***Folgefond**, with the *Melderskin*, *Malmangernut*, *Kjeldhaug*, and other spurs descending from it. The Folgefond (*Fonn* or *Fond*, 'mass of snow') is an enormous expanse of snow and ice, 23 Engl. M. in length and 3-9 M. in width, covering the plateau, 3000-5000 ft. in height, which rises between the Hardanger Fjord on the W., the *Aakrefjord* on the S., and the *Sørfjord*, with the valley extending to the S. of it, on the E. side. Towards the S.E. the peninsula of the Folgefond is connected with the mainland by an isthmus 16 Engl. M. in width (between Fjære and Odde). The mountain attains its greatest height (5425 ft.) immediately to the E. of the Sørfjord, from which it rises almost perpendicularly. On the W. side the plateau descends gradually to the fjord. From the 'Fond', the nearly level snowy roof of the mountain, descend glaciers (*Jøkler*, *Blaabræer*) in every direction, resembling huge icicles, the best known of which are the *Bondhusbræ* (p. 56) near the head of the Mauranger-Fjord, a favourite subject with artists, and the *Buarbræ* (p. 66) to the E. of Odde. From this vast expanse of snow protrude several rocky peaks (*Nuter*, literally 'knots') of moderate height: on the N. side *Solnuten* (4830 ft.) and *Thorsnuten* (5164 ft.), on the W. *Hundsøret* ('the dog's ear'; 5360 ft.), and on the E. *Reinanuten* (5364 ft.) and *Sauenuten*. The best survey of the Folgefond from the W. side is obtained from Tereen and the neighbourhood, and from the E. side from the heights between Røldal and Seljestad (p. 30).

The stations are here enumerated in their usual order, but some of the steamers do not touch at them all. The direct distances from Terøen are prefixed to them.

Herøen, 4¼ Engl. M. (7 Kil.) to the S. of *Terøen*, see p. 53. About 1 M. beyond Herøen, on the mainland, is *Uskedal*. To the N. lie the long islands of *Skorpen* and *Snilsthveit*, and on the right are the sombre slopes of the *Solfjeld*.

11 Kil. (7 Engl. M.) *Demelsviken* (Inn). To the E. towers the *Malmangernut* (2880 ft.). We next reach the château and park of *Rosendal*, beautifully situated at the base of the Melderskin (see below), and belonging to the Barons Hoff-Rosenkrone, who, however, were obliged to resign their baronial dignity on the abolition of all titles of nobility in 1821. In the vicinity is the church of *Kvindherred*. — A bridle-track leads through the *Melsdal* to the *Midtsæter* and the *Myrdalsvand*, whence a steep, but tolerable path ascends in 6 hrs. to the summit of the *Melderskin* (4680 ft.), which commands an imposing survey of the Folgefond and the fjord down to the sea. — An excursion through the narrow *Hattebergsdal*, containing the *Ringerifos*, as far as the foot of the Folgefond is also recommended. — On the opposite bank of the fjord, about 1½ M. (10 Kil.) from Rosendal, is *Gjermundshavn*, and 1 M. to the N.E. of it is —

32 Kil. (20 Engl. M.) *Skjelnæs*, at the S. end of the large, but uninteresting *Varaldsø*. The strait on the E. side of the island is called the *Sildefjord*, beyond which, on the mainland, lies the church of *Ænæs* (unpretending quarters), at the foot of the *Gygrastol* (3116 ft.).

The **Maurangerfjord**, about 8 Engl. M. in length, may be visited from Skjelnæs or Ænæs by boat (4-6 kr.). On the right we observe the fine waterfall of *Fureberg*. From *Bondhus* (tolerable quarters), near the head of the fjord (a row of 2½ hrs. from Skjelnæs), we walk in 2 hrs. to the **Bondhusbræ** (guide necessary), a magnificent glacier which descends from the Folgefond, between the *Selsnut* and the *Bonddalsnut*. It is reached by crossing a moraine (*Vor*, *Jøkul-Vor*), rowing over the small *Bondhusvand* with a number of waterfalls descending from its precipitous banks, and ascending across a second moraine. The foot of the glacier is 1050 ft. above the fjord. Refreshments at the sæter here (up to the middle of July). Guide (one of the rowers) or horse 1 kr. 60 ø.

From *Øre* on the *Nord-Pollen*, the N. arm of the Maurangerfjord, we may visit the *Sjørdals-Fos* (there and back 5 hrs., guide 3 kr.). Instead of returning we may go on from the Sjørdals-Fos over the mountains to (8-10 hrs.) *Jondal* (p. 57).

From the Maurangerfjord across the Folgefond to Odde (10-11 hrs. in all). From Bondhus we row to (2 Engl. M.) *Gjerde*, where accommodation, horses, and guides (12-16 kr.) are to be had. The ascent to the top of the pass is extremely steep, but the expedition presents no serious difficulty or danger in suitable weather. After a fresh fall of snow ('nysne'), however, it is impracticable. The summit of the pass, where the route skirts the *Hundsør* (p. 55), is about 5000 ft. high, beyond which there is a steep descent to *Tokheim* near Odde (p. 65). — Another route, frequently traversed of late, ascends from Bondhus by the Bondhusbræ and descends from the Folgefond to Odde along the *Buarbræ* (p. 66), but is more fatiguing. (Comp. Forbes's 'Norway'. Edin. 1853; pp. 130, *et seq.*)

We now proceed through the Bondesund, passing *Mundheim* on the left, to —

44 Kil. (27½ Engl. M.) *Øierhavn*, at the N. end of the Varaldsø. The broad part of the fjord extending from this point to Strandebarm, 2 M. to the N., is called the *Hisfjord.*

53 Kil. (33 Engl. M.) *Bakke* (*Inn), to the N. of which is the church of **Strandebarm,** is beautifully situated on the W. bank, in the midst of grand scenery. To the E. we observe the *Myrdalsfos* and the Folgefond, to the N.W. the snow-clad *Thveite Kvitingen* (4190 ft.), and to the N.E. the *Vesholdo* (3520 ft.). To the left of the last is a foot-path, leading past the gaards of *Haukaas* and *Solbjörg* and the sæter of *Torahella*, to *Netland* in the Steinsdal (4-5 hrs.; see below). The route along the bank of the fjord to Sandven is, however, more attractive. — The steamer then steers towards the E., enters a narrower part of the fjord, and stops at —

67 Kil. (42 Engl. M.) **Jondal** *(Utne's Inn)*, on the E. bank, 14 Kil. from Bakke, with a bridge over the Elv. The scenery now becomes less attractive. This place is locally famous for the excellence of its boats.

From Jondal a day's excursion may he made, with a guide (*Samson Underhaug* or *Nils Vigene;* 3 kr.), to the ***Sjørdalsfos** and the *Juklevand.* We drive in ¾ hr. to *Birkeland*, proceed thence on foot to the S. to *Freidalsstølen* (night-quarters), cross the *Kvandalsvand* by boat, and ascend the *Sjørdalskar*, which commands a view of the fall. About ½ hr. farther on (6½ hrs. from Jondal) is the **Juklevandshorgen*, which affords a splendid view.

From Jondal a road ascends the *Korsdal* to (3 hrs.) *Gaarden Flatebø* (1100 ft.), grandly situated, and leads thence to the S. to the *Jondalsbræ*, near the *Dravlevand* and *Jøklevand;* and another path from the gaard crosses the *Folgefond* to *Bleie (Naae)* on the *Sørfjord* (p. 64). The latter route leads from Flatehø to the N.E. to *Sjusæt*, ascends steeply and describes a wide bend towards the N., turns to the E., skirts the *Thorsnut* (p. 55), and passes the *Saxaklep.* The highest point of the route is 4510 ft. above the fjord. Then a steep descent to the *Reisæter* (1080 ft.) and thence to *Bleie (Naae*, p. 64; 8-10 hrs. in all; guide necessary).

Beyond Jondal the steamer passes several waterfalls, leaving *Jonarnæs* on the right, and soon enters the *Ytre Samlen-Fjord.* The scenery here is again very picturesque. The steamer crosses to the W. side, passes *Axenæs* and the church of *Vikør*, and enters the *Norheimsund*, a beautiful bay, on which lies **Norheimsund** or **Sandven** (*Nils Sandven's Hotel*, R. 1, B. 1, S. 1 kr., D. 1 kr. 60 ø.), charmingly situated, and suitable for a prolonged stay. Sandven commands an admirable view of the Folgefond, with the mountain-spurs radiating from it. At the back of the village is the *Steinsdal*, a pretty and well-cultivated valley, in which a good road ascends to the (35 min.) *Øfsthusfos* (from '*Øverste Hus*'), a waterfall 150 ft. in height, a narrow path behind which passes between the water and the rock. Some of the steamers stop for several hours at Norheimsund, during which the fall may easily be visited. — The *Torenut* (ca. 3300 ft.), to the N., easily ascended viâ the *Sjau-Sæter* in 5 hrs., is a good point of view.

Beyond the *Øfsthusfos* the carriage-road ascends the valley, passing the farms of *Steine* (tolerable quarters) and *Birkeland*, and ending at (1 hr.) *Netland*. From Netland we may walk by the route mentioned at p. 57 to Strandebarm. Another path leads from Netland to the (4½-5 hrs.) *Gaard Eikedal* or *Egedal*, on the N. bank of the *Eikedalsvand* (1000 ft.), and then descends precipitously past the picturesque *Eikedalsfos*, 285 ft. in height, to the beautiful *Frølandsdal (i Samnanger)*, in which, 6 Kil. lower down, lies *Tøsse* (Inn), on the *Aadlandfjord*, the N. branch of the *Samnanger-Fjord*. The whole walk occupies 9-10 hrs. (guide necessary). From Tøsse we cross in a small boat to (4 Kil.) *Aadland* (fast skydsstation; new Hotel), whence a fine new road (view) leads to (11 Kil.) *Trengereid* (M. Trengereid's Inn; p. 78).

Beyond Norheimsund the steamer touches at **Østensø**, or *Austesyn (Inn)*, on the adjoining bay, another pretty place which attracts numerous summer-visitors. A mountain-path leads hence to the (4-5 hrs.) *Hamlegrøvand* (1965 ft.), which affords good fishing.

To the W. of Østensø is a promontory *(Næs)* separating the bay of Østensø from the very narrow and picturesque **Fiksensund**, an arm of the fjord running towards the N. for a distance of 7 Engl. M., at the head of which lies *Gaarden Botnen* (reached by boat from Østensø in 3½-4 hrs.). High up on the mountain-side beyond the Næs is seen a huge giant-basin *(Jættegryde)*, called *Gygrerøva (Gygr*, 'giantess'), from the popular tradition that a giantess standing on the mountain, and endeavouring to draw several small islands in the fjord towards her, failed from the breaking of the rope, and caused this indentation by falling backwards. — From Botnen a path (guide unnecessary), exceedingly rough and precipitous at places, ascends the *Flatebøgjel* (*Gjel*, 'rocky ravine') to the (5 Kil.) *Løkedal* sæter and the top of the hill beyond it (2000 ft.), after which it leads across more level ground to the (6 Kil.) *Vossestøle* (*Støl*, 'sæter') at the N.E. end of the *Hamlegrøvand*, mentioned above. It then descends by the course of the river issuing from the neighbouring *Thorfinvand* (to the E.) to (6 Kil.) *Gaarden Skjeldal*, whence a good road leads through pine-forest to (5 Kil.) *Grimestad*, at the W. end of the *Vangsvand*. Distance thence by road 12 Kil., or by boat 9 Kil., to *Vossevangen* (p. 78). This interesting route from Østensø to Vossevangen takes 12-14 hrs. in all.

Soon after quitting Østensø the steamer commands a view, to the left, of the *Indre Samlen-Fjord*, a beautiful reach of the Hardanger. It either steers straight across the fjord to (11 Kil.) *Herand*, lying to the S. of the conspicuous and nearly isolated *Samlehovd* or *Samlekolle* (2060 ft.), which may be ascended from Herand, or, passing the mouth of the *Fiksensund* (see above), it skirts the N.W. bank of the fjord and touches at (13 Kil.) *Aalvik*, near which is the picturesque *Melaanfos*. In the former case, on leaving Herand, it rounds the Samlehovd, touches at (14 Kil.) *Vinæs*, and passes *Nesthammer*. Whichever of these routes the steamers take, they all stop at —

117 Kil. (72 M.) **Utne** (**Inn*; telegraph-station), beautifully situated on the *Utnefjord*, from which the *Samlenfjord*, the *Gravenfjord*, the *Eidfjord*, and the *Sørfjord* radiate towards the four cardinal points of the compass. A path ascends through the charming valley at the back of the village to the (2½ hrs.) *Hanekamb* (3590 ft.), which commands an admirable survey of the Utnefjord, Eidefjord, and Sørfjord. The ascent of the *Oxen* (p. 59) is still more interesting.

From Utne the steamer generally steers due N. into the *Gravenfjord*, a narrow and somewhat monotonous arm of the fjord, at the N. end of which, about 15 Kil. from Utne, lies —

129 Kil. (80 Engl. M.) **Eide** (**Mæland's Hotel*, on the river, R. 1½, B. 1½, D. 2, 'pens.' 6 kr.; **Jaunsen's*, 5 min. from the pier; fast skyds-station, with telegraph-office), nestling prettily at the foot of rocky and wooded mountains which leave it exposed on the S. side only. Several of the neighbouring streams and small lakes afford good trout-fishing. This is the most frequented place on the Hardanger Fjord as a summer-residence, but the scenery is not very striking. A very pleasant walk of ½ hr. may be taken to the beautiful *Gravensvand* to the N. — From Eide to (30 Kil.) *Vossevangen* (carr. and pair 12 kr.; diligence daily), see pp. 78, 79.

From Eide to Ulvik (19 Kil., pay for 32), a magnificent ride or walk, affording an admirable picture of Norwegian mountain-scenery (4-5 hrs.; guide unnecessary). Driving is inconvenient and at places almost impracticable. All superfluous luggage should be sent round by steamer from Eide to Ulvik. From Eide the Vossevangen road leads to (4 Kil.) *Gravens-Kirke* (p. 80), on the *Gravensvand*, where the route (which we take) to Ulvik, extremely steep at places, diverges to the right. Travellers may effect a saving of nearly an hour by taking (with guide) the bridle-path past *Gaarden Kjelland* which unites with the road from Graven at the *Angerklev*. Following this road to the right, we reach the highest point of the route (about 1900 ft. above the fjord) between the *Graahellerfjeld* and the *Grimsnut* on the right and the *Kvashoved* on the left, beyond which opens a magnificent *View of the *Ulviksfjord*. To the E. rise the *Onen*, from which the *Dægerfos* is precipitated to a depth of upwards of 1500 ft.. and the *Balonefjeld*, and to the N.E. the majestic *Vas-Fjæren* (5350 ft.). On the descent to (1¼ hr.) *Brakenæs*, which is very steep at places, the scenery becomes still more picturesque, particularly at the *Furusæter* and *Lindebrække*. On the hill, about ¼ hr. before we reach Brakenæs (see below), is **Villemsen's Hotel*, beautifully situated, and often full. Pretty waterfalls by the mill behind the church.

The direct route from Eide to Ulvik across the mountains just described is about 12 Engl. M. in length, but by steamer the distance is nearly double (22½ Engl. M.). It should be observed that some steamers do not touch at Ulvik, so that it is sometimes necessary to change at Eide. The steamer 'Vikingen' also plies daily between Eide and Ulvik', calling at Vik i Eidfjord and on Thurs. at Odde also. To the W. of the mouth of the Gravenfjord rises the *Oxen* (4120 ft.), a mountain which may be ascended from the S.E. side, and which commands a magnificent view of the Sørfjord and the lofty mountains to the E. On the S. slope is a Runic stone.

The steamer skirts the Oxen and enters the **Eidfjord**, the easternmost arm of the Hardanger. The banks are very rocky and abrupt. Passing the innermost bay of the Eidfjord on the right, we next enter the *Osefjord* to the N., with its imposing mountain-background. This fjord also consists of two branches, divided by the low wooded ridge of *Osen*, that to the right (N.E.) retaining the same name, and that to the left (N.) being called the *Ulviksfjord* ('Ulv-Vik', wolf's creek). The latter is generally frozen over in winter.

165 Kil. (102 Engl. M.) **Ulvik - Brakenæs** (**Sjur Brakenæs'*

Hotel, with baths, R. 1, D. 2, S. 1 kr.; *Manderup Hjæltnæs' Hotel*, both near the fjord; *Daniel Westrem's Hotel*, the chief resort of summer-visitors, R. 1, B. 1, D. 1 kr. 60 ø; **Villemsen's*, on the hill, 1/4 hr. from the pier, see p. 59), beautifully situated, and one of the most picturesque spots on the Hardanger Fjord. It is a skyds-station. *Brakenæs*, with its conspicuous church, beyond which there is a fine waterfall, is the principal cluster of houses on this creek, the hamlets and farms at the head of which are collectively known as *Ulvik*. A pleasant walk may be taken along the shore to (10 min.) another group of houses, with a pier, near the head of the fjord, where visitors also frequently take up their quarters for the summer. Farther on lies *Hagestad*, beyond which, on the N.E. bank, is *Lekve*, an ancient 'Kongsgaard', or royal domain, from which a path crosses the hill to the Osefjord in 1 hr. — An interesting excursion from Ulvik is the ascent of the **Vas-Fjæren** (5350 ft.), viâ Levke; magnificent view from the summit (12-16 hrs. there and back; guide necessary, *Ole Hakestad* of Levke recommended; fee 5 kr.). Less practised mountain-climbers should walk to the *Solsi-Sæter* on the evening before the ascent. — Pleasant walk of 1 1/2 hr. to the N.W. to the (7 Kil.) *Espelandsvand*, a lake which is said to afford good trout-fishing.

From Ulvik to Ose (9 Kil.; or all the way by boat 14 Kil.). The innermost creek of the **Osefjord*, which none of the steamers enter, is one of the most striking parts of the Hardanger Fjord, and should if possible be visited. The excursion there and back may be made in one day; or the night may be spent at Ose. One route is by boat to *Lekve*, on the N.E. bank of the Ulviksfjord, in 20 min., and thence by a path across the hill to the Osefjord in 1 hr., on which another boat is hired to (4 Kil.) *Ose*, a row of nearly an hour more (1 kr.); or a boat may be taken direct from Brakenæs to (17 Kil.) *Ose*, a row of 2 1/2 hrs. or more ('Niste', *i. e.* a supply of food, desirable). — On rounding the promontory by boat we observe to the E. a waterfall of the *Bagnaelv* and (more to the left) the curious *Døgerfos*, descending from the snow-clad Onen and the *Døgerdalsvand*. We now enter the upper part of the imposing Osefjord, the banks of which are almost uninhabited. On the right rise *Onen* and the *Balonefjeld*, and in the background tower *Vas-Fjæren* (left) and *Kros-Fjæren* and the *Nipahøgd* (right), the mountains bounding the wild **Osedal* in which the fjord terminates. From **Ose** (tolerable quarters at the house of *Lars Ose*) travellers usually visit the (15 min.) '*Koldekuller*' ('cold holes', known as 'Windlöcher' among the Alps), which are used as cellars, and where water freezes even in summer. Close to them is a marsh ('*Myr*'), which, according to the natives, never freezes, and is dry during rain and wet in dry weather. Beyond Ose the valley contracts to a wild and narrow ravine, bounded by the Vas-Fjæren and Nipahøgd, through which a path (guide obtainable at Ose) leads to the *Osesæter* and thence between the *Oseskavl* and *Vosseskavl* (right) and the *Gangdalskavl* (left) to the *Gravahals* (3710 ft.) and to *Kaardal* in the *Flaamsdal* (a walk of 10-12 hrs.; comp. p. 111). — Another route, fatiguing and rarely frequented, leads from Ose across the *Hallingskarven* (p. 86) by *Ulevasbotten* (tolerable quarters) to *Hol* in the upper Hallingdal in 2 days (comp. p. 87).

From Ulvik to Aurland (10-12 hrs.). The path, very precipitous and fatiguing at places, ascends viâ Lekve to the *Solsivand* and the *Slondalsvand* (2560 ft.), at the end of which lies *Klevene*, the highest gaard in the Rundal, passes the base of the *Gravahals*, and descends to *Kaardal* in the Flaamsdal (comp. p. 111).

Leaving Ulvik-Brakenæs, beyond which the steamer does not proceed, we now return to the *Eidfjord*. To the S. rises the lofty *Bunut*, so named from the solitary *Gaard Bu*, on which the sun never shines in winter. On the right, farther on, is *Erdal*, with a saw-mill and a number of houses, where several old moraines and primeval beaches are distinguishable. Above it rises the *Rullenut*. On the opposite bank of the fjord are the *Onen* (5150 ft.) and the *Simodal* (p. 62), with the snowy plateau of the *Hardanger Jøkul* (p. 63) in the background. We next observe on the left the bare *Vindaxlen*. The scenery here is wild and grand, but is destitute of the softer characteristics of the Ulviksfjord. The next station, Vik, is 18 Kil. from Ulvik, but is not farther distant from Stavanger or Bergen than Ulvik.

183 Kil. (114 Engl. M.) **Vik** *i Øifjord* or *Eidfjord* (*Inn* kept by the brothers *Næsheim*, who speak English, charges rather high), situated in a bay on the S. side of the *Eidfjord* or *Øifjord*, is the starting-point for the *Vøringsfos*, one of the finest waterfalls in Norway, and also for other excursions of great interest. The church of *Øifjord*, 10 min. from the pier, stands on a moraine *(Vor)*, which is intersected by the river descending from the *Øifjordsvand*.

Excursion to the Vøringsfos, 8-10 hrs., there and back, including 2 hrs. spent in crossing the lake. Guide from Vik 3 kr. 20 ø., horse from Sæbø 3 kr. 20 ø. Good walkers may dispense with both. Complaints have been made of the condition of the boats and the harness. At Næsheim's Inn 80 ø. is charged for keeping the new route in good repair. Waterproof cloaks will be found useful at the waterfall.

We walk across the *Eid*, or neck of land between the fjord and the (1½ hr.) **Øifjordsvand** (54 ft. above the sea-level), a lake enclosed by huge, abrupt, and barren rocks, over which several waterfalls are precipitated. Here we obtain a boat (80 ø., settle beforehand; the boatman lives at *Gjellero*, a little to the right, and is usually attracted by shouting) to take us to the upper end of the lake (4 Kil.; 1 hr.). A road is being constructed along the W. bank. On the right a path diverges to *Gaarden Kvam* (*Kvam*, rocky basin), whence the *Kvamfos* descends; and farther on we pass the *Borgafjeld*, where there is a fine echo. On the left is the *Øifjordsfjeld* with the *Trellefos*. At the end of the lake we reach a small fertile plain watered by the *Bygdarelv*, or *Hjælmoelv*, descending from the *Hjælmodal* on the S., and the *Bjøreia*, which descends from the *Maabødal*.

Our path ascends the Maabødal. Leaving *Gaarden Gaaratun* (Inn, rustic) on the right, we soon reach the farms of *Sæbø*, *Møgeletun*, *Lilletun*, *Varberg*, and *Røise*, at all of which horses may be hired. From Sæbø the path, which cannot be mistaken, ascends the moraine, and then descends into the wild Maabødal on the left bank of the *Bjøreia*, which it afterwards crosses by means of a lofty

bridge. In 1 hr. from Sæbø we reach *Gaarden Tveithougen*, beyond which the path ascends steeply, passing enormous blocks of rock and wild cataracts formed by the river here. In 1/2 hr. more we reach *Maabø*, a solitary house in the midst of a severe rocky landscape, where the river is lost to view.

The path constructed by the *Turistforening*, which leads from this point to the fall, crosses the river and ascends its precipitous left bank to the small, dark-green *Maabøvand*. The vegetation is of an Alpine character. In 1 hr. from Maabø we reach the ****Vøringsfos**, the roar of which has long been audible (*Gaaratun's Inn*, coffee, beer, cold meat; also 3 beds; moderate). The Bjøreia is precipitated over the rocks at the head of the ravine in a perpendicular leap of 475 ft. into a basin enclosed by walls of rock on three sides. Two ridges of rock divide the river, which comes from the right, into three falls, which however soon re-unite. A dense volume of spray constantly rises from the seething cauldron, forming a cloud above it. The scene is singularly impressive. The traveller should approach the fall as closely as possible in order more thoroughly to realise its sublimity. Beautiful rainbow-hues are often observed in the spray, especially of an afternoon.

In order to view the fall from above the traveller may ascend by a footpath between the fall and Maabø (with a guide); or he may return to Maabø and follow the bridle-path ascending the *Maabøgalder* (*Gald*, 'rocky declivity') to **Gaarden Høl** (in 2 hrs.; rough accommodation), situated on a dreary mountain-plateau, about 2200 ft. above the sea-level. The most conspicuous object on this lofty plain is the dense column of spray rising above the waterfall, which had long been observed by the natives of the district and led Prof. Hansteen to the discovery of the fall in 1821.

From Høl we may now, instead of retracing our steps, proceed to the S. across the plateau to the *Skisæter* and *Bærrastøl*, and descend into the imposing *Hjælmodal*, through which a good path descends to Gaaratun and Sæbø (a walk of 7-8 hrs. in all). In this case the night must be spent at Høl. — Or, leaving Høl early in the morning, we may cross the river, ascend through the *Isdal*, with the *Isdalsvand*, descend a precipitous path, 3000 ft., to *Gaarden Thveit*, and through the *Simodal* (see below) to the fjord, a rough walk of 10-12 hrs. (in the reverse direction 13-14 hrs.; boat to Vik in 1 hr. more). A guide is necessary for all these expeditions, except the direct excursion to the fall and back.

Excursion to the Simodal. This picturesque expedition takes 7-8 hrs. to the Rembesdalsfos and back (guide 3 1/2 kr.), and 10-12 hrs. to the Fjeld-plateau, opposite the Skykjefos, and back (guide 5 kr.). — We row from Vik to (5 Kil.) the head of the fjord in 1 hr. To the N. from the head of the fjord runs the *Aasdal*, in which, a little beyond *Gaarden Aasen*, rises a curious isolated rock resembling a tower, nearly 400 ft. in height. The ***Simodal**, running from the head of the fjord towards the E., is an exceedingly wild, narrow, rocky ravine traversed by a new carriage-road, which leads to *Gaarden Mehus*, where the valley is so narrow that the towering rocks above may be seen through the *Ljor* ('smoke-hole'); and to *Thveit*, the highest of the three gaards, where tolerable quarters may be obtained (3 Engl. M. from the

head of the fjord). Near it are several *Koldehuller* ('ice-cavities') resembling those in the Osedal (p. 60). A path, improved by the 'Turistforening', conducts us along the right bank of the foaming stream to the (5 Kil.) head of the valley, which terminates abruptly in a huge wall of rock, over which falls the imposing *Rembesdalsfos*. To the E. is seen the **Skykjedalsfos*, a fine waterfall 2000 ft. high, part of which is a perpendicular leap of 700 ft. — Travellers who desire to extend their excursion, may ascend to the *Rembesdalsvand*, a lake to the N.E., to which a glacier of the *Hardanger Jøkul* (6540 ft.) descends. The most interesting point of view is a precipitous wall of rock opposite the Skykjefos, from which we command a view of the fall, and look sheer down into the valley beneath.

From *Vik i Øifjord*, *Kinservik*, *Ullensvang*, *Espen*, and *Skjæggedal*, rough and fatiguing mountain-paths, rarely trodden except by reindeer-stalkers, cross the wild and desolate **Hardanger Vidda** to the *Hallingdal* and to *Telemarken* in 2-3 days. All the Telemarken routes unite at the base of *Haarteigen* (5550 ft.), a mountain of truncated conical form (*Teig*, *Teigfjen*, 'an allotment of land', 'a clearing'), where an excellent idea of the extremely bleak and dreary character of the Norwegian 'Høifjeld' scenery may be formed. On every side extends a lofty and sterile table-land, rarely relieved by mountain-summits, while the distant snow-mountains (*Gausta*, *Hardanger Jøkul*, and *Storfonn*) present a flat and shapeless appearance. Far and wide not a trace of human habitations, or even a valley suggestive of their existence, is to be seen. The angler, however, will be interested to hear that the numerous mountain-lakes teem with life (excellent 'Fjeldørreter' or mountain-trout), while the sportsman will often have an opportunity of shooting wildfowl, eagles, and reindeer, the last of which follow the migrations of the lemmings (see p. 151). The atmosphere on this mountain-plateau, 3000-4000 ft. above the sea-level, is exceedingly clear and bracing, but mists and storms are of frequent occurrence. — Travellers or sportsmen traversing this region must spend one or more nights in a sæter, in the hut of a reindeer-stalker (*Vejdemænd*) or fisherman, or in a still more wretched *Fælæger* (p. 133), or shepherd's hut, no other shelter of any kind being procurable.

From Vik i Øifjord to Odde. The steamer skirts the S. bank of the Eidfjord, the highest summit of which is the *Skoddals-Fjæren*. Some of the steamers touch at *Ringøen*, on the E. bank, near the mouth of the fjord, a little beyond which we steer into the narrow arm of the Hardanger called the ****Sørfjord** ('south fjord'), 6 M. (24 Engl. M.) in length, its entrance being formed by the *Tronæs* on the W. and the *Kirkenæs* on the E. side. The next station, about 4 M. from Vik, is —

124 Kil. (77 Engl. M. from Terøen) **Grimo** (**Inn*), a pretty place on the W. bank, which is well cultivated here, and yields the morella and other cherries in abundance. A beautiful walk may be taken to the S. to (20 min.) the top of the *Haugsnæs*, and another to the N. to the (20 min.) *Tronæs*, which affords a view of the Kinservik (p. 64). The contrast between the wild and bleak mountains rising above the fjord and the fertile land at their bases is most striking on the Sørfjord, and is most apparent when observed from the banks themselves.

Opposite Grimo, accessible by boat only, is the charming **Kinservik,** to which the *Husdal* descends. The *Thveitafos* and the *Nyastølsfos*, two fine waterfalls in this valley, are worthy of a visit. A carriage-road, enjoying a splendid view of the Sørfjord, leads from Kinservik church along the hill-side by Krosnæs to Lofthus (see below; on foot, 2½ hrs.) and on to Fresvik.

On the same side of the fjord, about 8 Kil. from Grimo, is the next station, **Lofthus,** or *Ullensvang* (**Hans Helgesøn Utne's Inn*, comfortable; several pensions), charmingly situated in front of a rocky amphitheatre, with a lofty waterfall. Higher up is *Helleland* ('Hedleland'), with a curious old *Røghus*, or house with a 'Ljor' (comp. p. 124). To the S. of the inn is a *Convalescent Home*, on the hill above which is *Oppedal*. — The name of the parish is **Ullensvang,** to the church of which a beautiful road leads through the valley of a river, which, 6 Kil. to the E., forms the waterfall of *Bjørnebykset* (bear's leap). To the S. is the *Skrikjofos*, 500 ft. high. The interesting old *Church* is an early-Gothic building, destitute of a tower, with a handsome W. portal. At the E. end of the choir is a Gothic window; above it is represented the head of a bishop, and on the right is a weeping, and on the left a laughing, face. By the *Præstegaard* (parsonage) are several fine old limes and ash-trees. — On this part of the fjord mild W. winds usually prevail in winter, and the water never freezes; but farther to the S., at Odde and in the neighbourhood, cold E. winds are more frequent. — Near Ullensvang are several *Koldehuller* (p. 60), used by the natives as cellars.

On the opposite (W.) bank of the fjord are several large farms, the chief of which are *Jaastad*, *Vilure*, and **Aga.** The last-named still contains an old hall lighted from above. Above Aga rises the *Solnut* (4830 ft.), beyond which is the *Thorsnut* (5164 ft.). The glaciers of the Folgefond are visible at frequent intervals. — The next station is **Børven** (quarters at the Landhandler's), finely situated on the E. bank, with a view of the glaciers on the other side. The best point of view is the prominent peak of *Børvenuten* (1 hr.).

On the W. side of the fjord, a little farther S., is the picturesque *Vikebugt*, on which are situated the station of —

140 Kil. (87 Engl. M.) **Naae** and the farm-houses of *Bleie*, where immediately above the luxuriant fields and gardens are the overhanging glaciers of the Folgefond, from which several waterfalls are precipitated. — Path from Bleie over the mountains to *Jondal*, see p. 57. — The next places on the E. bank are *Gaarden Sandstø* and *Sexe; Hovland*, with a spinning-mill; *Kvalenæs*, a promontory with a gaard; and then, 7 Kil. from Naae, **Espen**, with several small farms charmingly situated on the hill.

On the W. bank, farther on, are *Kvitnaa*, at the entrance to an imposing valley, with glaciers in the background, and *Digrenæs*.

with several waterfalls near it. Between these places, on a commanding hill, stands *Gaarden Aase*, whence the *Folgefond* may easily be ascended. (Rowing-boat thither from Odde, 2 hrs.) — Beyond Digrenæs are *Gaarden Apald* and *Aaen*, with the waterfall of that name, also called the *Ednafos;* then *Eitrheim*, with the peninsula of *Eitnæs*, and *Tokheim* with its waterfall, commanded by the *Tokheimsnut*, on the S. side of which a path crosses the Folgefond to the *Maurangerfjord* (p. 56). — In the background to the S. are the *Ruklenut* (right) and the *Rosnaas* (left).

On the E. bank, a little beyond Espen, is *Fresvik*, with its spacious and picturesque amphitheatre of wood, bordered with meadows and corn-fields. On the same bank, opposite Digrenæs, are the gaards of *Skjælvik*, situated in another wooded bay, and *Stana*, at a dizzy height above which is *Isberg*. Farther on is the *Tyssedalsnut*, below which lies the hamlet of *Tyssedal*, the starting-point of the path to the *Skjæggedalsfos* (see p. 68). We next observe the gaard of *Freheim*, on the hill, beyond which we soon reach (about 16 Kil. from Espen) —

162 Kil. (101 Engl. M.) **Odde.** — **Hotels.** *Hardanger Hotel, kept by *Svend Tollefson*, well managed and pleasantly situated on the fjord, frequented by English travellers, R. 1 kr. 40, B. 1 kr. 30 ø., D. (at 7 p.m.) 3, 'pens.' 6 kr.; *Ole Præstegaard's Inn, near the pier, R. 1, D. 2, B. 1, S. 1, A. ½ kr.; *Baard Aga, with the skyds-station, a little inland, cheap, 'pens.' for a long stay 3 kr.; Kristensen's Hotel, frequented by Norwegians. Accommodation may also be obtained at *Jacob Jordal's*, adjoining Kristensen's.

Guides. *Lars Olsen Bustetun*, *Asbjørn Lars Olsen*, and *Ole Torstensen* may be recommended as guides (all speak English). — **Post Office**, adjoining the Baard Aga Inn. — Adjoining the Hardanger Hotel are the Industrial and Antiquarian Show Rooms of *G. Hellstrøm* (chief depôt in Stavanger) and *M. Hammer*. — *English Church Service* in summer at the Parish Church and the Hardanger Hotel.

Odde, situated at the S. end of the Sørfjord, at the end of the great highway from Telemarken (R. 4), forms excellent headquarters for excursions. The name ('tongue of land') applies properly to the large *Church* of the parish. The principal farms around the church are *Bustetun*, *Opheim*, and *Bergeflot*.

Walks. (1). To (35-40 min.) *Tokheim*, on the W. bank, commanding fine views of the fjord, especially from the inland road, ascending beyond Tokheim.

(2). To the **Sandvenvand* (280 ft.), to the S. of Odde, there and back 1-1½ hr. (carriage-road). The route to it is by the Telemarken road, ascending the *Eid*, an old moraine. At the top of the hill the *Aabo-Elv*, issuing from the Sandvenvand, forms a fine waterfall. On the right, rising above the lake, are the *Eidesnut* and *Jordalsnut*, between lies the Jordal (p. 66); to the N. the view embraces the whole of the Sørfjord, with the *Oxen* (p. 59) in the extreme distance. By following the road for 20 min. more along the E. bank of the lake, passing under threatening walls of rock and over fields of 'Ur', we obtain a *View of the entire Buarbræ

and the Folgefond; farther to the left is the beautiful *Kjøndals-Fos*, opposite which is the *Strandsfos*, descending from the *Svartenut* (with a bridge).

EXCURSIONS FROM ODDE. The first two of the excursions described below may be combined in a single long excursion occupying about 10 hrs.

(1) To the BUARBRÆ, a very interesting excursion of 5 hrs., there and back (guide unnecessary). We walk or drive to the (25 min.) *Sandvenvand* (p. 65), where small boats may be hired. We then either proceed to the right along the lake to the (25 min.) entrance to the *Jordal* (*View of the Folgefond), or row across the lake to the (15-20 min.) *Gaard Jordal*, situated on the right bank of the stream here entering the lake (fare 50-60 ø., there and back 1 kr. for each pers.; guide to the glacier, quite unnecessary, $1^1/_4$ kr.; the traveller should be on his guard against imposition). The latter plan saves some walking and affords a good survey of the manner in which the river, descending from the Buarbræ, is pushing forward its delta into the lake. About 20 min. from Gaarden Jordal we cross a bridge, beyond which the path follows the left bank of the *Jordals-Elv*. Stony path. In $^3/_4$ hr. more we pass *Gaarden Buar* (Christiania beer 50 ø.) on the left, on the opposite side of the stream, beyond which lies a small plain. From this point to the foot of the ***Buarbræ**, of which we are now in full view, 20 min. more. Travellers are particularly cautioned against attempting to enter the blue ice-grotto. By ascending the hill to the right we have an opportunity of observing traces of the steady advance of the glacier, which amounted to 260 ft. in 1870, and to no less than 12 ft. in one week in 1871. The foot of the glacier is 1000 ft. only above the level of the fjord, or 700 ft. above the Sandvenvand, and in its immediate proximity are barley-fields and well-grown trees. The glacier is divided into two arms, which afterwards unite, by the *Urbotten*, a ridge of rock, and consequently has an unusually large central moraine. The *Jordal* itself is an object of attraction on this excursion, being bounded by picturesque and precipitous rocks, and enlivened with an abundant growth of birches, elms, and other trees.

Good mountain-walkers may ascend on the right side of the glacier to the Folgefond, skirt the *Eidesnut* and the *Roklenut*, and passing the *Tokheimsnut* descend to Tokheim and Odde, a very grand and interesting, but fatiguing expedition of 8-10 hrs. in all (guide 6-8 kr.).

(2). To the LOTEFOS (5-7 hrs., there and back) and GORSVINGANE (10-12 hrs., there and back). A carriole or 'stolkjærre', with seats for two persons, may be hired for the whole excursion (to the Lotefos 3 kr. 40 ø.). We change horses at Seljestad, the only place on the route where refreshments are obtainable.

The route is at first the same as that above described. At the S. end of the *Sandvenvand*, 7 Kil. from Odde, lies the farm of *Sandven*. Farther on the road passes (2 Kil.) *Hildal* (330 ft.), where the

Væfos or *Hildalsfos* descends on the left, and (4 Kil.) *Grønsdal*, the starting-point for the ascent of *Saue-Nuten* (3940 ft.; splendid view of the Folgefond). The valley gradually contracts till it forms a *Djuv*, or narrow ravine, through which the brawling *Grønsdals-Elv* forces its passage. About 5 Kil. from Hildal we reach the ***Lotefos** and **Skarsfos**, the waters of which unite near the road (new Hotel). Opposite is the ***Espelandsfos**, descending in the form of a veil, and one of the most picturesque waterfalls in Norway. The best point of view is on the hill immediately above the road (ascent in 5 min.). — The traveller may now drive on for 20 min. more, alight, and walk to the (8 min.) gaards of *Skare*. The traveller may view the Lotefos from above (hardly repaying) by ascending from Skare to the ($^1/_2$-$^3/_4$ hr.) *Lotevand*, from which first the Skarsfos and then the Lotefos issues. Several mills have been established by the side of the fall. The lofty cloud of spray, through which the Espelandsfos is visible, has a very curious effect.

The excursion to the Lotefos may be combined with a visit to the *Buarbræ*, the vehicles being left at the N. end of the *Sandvenvand* until the travellers return from the glacier.

The *Jøsendal* here opens to the right. As we proceed we enjoy a continual retrospect of the Folgefond and the mountains round Odde. Farther on we cross the stream and enter the ***Seljestadjuvet**, a wild and deep ravine. We then ascend the *Hesteklev* in windings, passing the *Hesteklevfos* (dismounting advisable), and again cross the river.

26 Kil. (16 Engl. M.) **Seljestad** (2070 ft.; unpretending accommodation at the fast skyds-station; better at *Thormok Aslakssøn Seljestad's*). — The road ascends circuitously, passing the *Hedstensnuten* and *Svaagen* (left). At a rocky gap, near the lower end of the dark *Gorsvatten* (2800 ft.), where a waterfall descends, we enjoy a magnificent ****Retrospect** of the vast snow-fields of the Folgefond, which dominates the entire landscape. The scene is one of the finest and most characteristic in Norway. We now ascend the ***Gorsvingane** to the highest point of the road (3390 ft.). Alongside runs the old bridle-track.

The grand scenery of this route is seen to greater advantage by travellers coming from Telemarken or the Hardanger. Those who make the excursion from Odde should retrace their steps from the Gorsvingane, as the continuation of the route to Røldal is comparatively uninteresting.

The road now leads along the lonely ridge, passing several ponds. We soon obtain a view of the Røldalsvand and of the *Bredfond* and other mountains to the E. To the left are the slopes of the *Horreheia*, to the right the *Elgersheia*. Farther on we descend the *Horrebrækkene* in numerous windings, which the pedestrian, especially if ascending in the opposite direction, will gladly avoid. At the foot we reach *Horre* on the N.W. bank of the **Røldalsvand** (1220 ft.), a small lake (6 Engl. M. long) surrounded by lofty mountains. We then skirt the lake to —

28 Kil. (17½ Engl. M.) *Gryting i* **Rældal** (*Skyds-Station*, with good quarters; *Fredheim's Hotel*, at the end of the village nearest Odde; *Hagen's Hotel*, at the Haukeli end), at the N. end of the lake, near the conspicuous old church.

Route hence to the *Haukeli-Sæter* (30 Kil.) and *Telemarken*, see pp. 30, 29; to the *Suledalsvand* in the Hardanger, see p. 48.

(3). From Odde across the *Folgefond to the Mauranger Fjord (see p. 56), a fatiguing, but very interesting walk of 10 hrs. (guide 12-16 kr.; horses may be hired at Odde, bargaining advisable).

(4). From Odde to Fjære, on the *Aakre-Fjord*, the N.E. branch of the Stavanger-Fjord, see pp. 53, 52.

(5). From Odde to the Skjæggedalsfos, 10-12 hrs., there and back. As in the case of the excursion to the Vøringsfos, the scenery on the route is very picturesque, and is almost as great an attraction as the fall itself. About one half of the excursion is performed by water, the remainder on foot, riding being impracticable. The actual walking takes about 5 hrs. only, but the path, though improved by the Turistforening, is at some places still very rough and steep. Ladies, however, also make this excursion. A guide (5½ kr.) and a supply of provisions had better be taken from Odde. We row from Odde along the wild E. bank of the Sørfjord, passing a group of rocks called '*Biskopen, Præsten, og Klokkeren*', and just beyond the mouth of the *Tyssaa*, which falls into the lake in a cascade framed with dark pines, we land at *Plads Tyssedal* (p. 65). The gaard of that name lies prettily on the hill, to the left. We now ascend through wood, enjoying beautiful retrospective views of the fjord and the Folgefond and its glaciers. The woods of the *Tyssedalsnut* (to the N.) and the *Thveitnut* (to the S.) still contain numerous bears, which, however, are very rarely seen in summer. After ¼ hr. we pass a second fall of the beautiful clear green river, and in another ¼ hr. a third. The path ascends steeply over '*Ur*' and roots of trees. In ¾ hr. more we pass a small pasture on the left, where bilberries, the *Caluna vulgaris*, and other wild plants grow abundantly. We next reach (¼ hr.) a hay-hut, at the foot of the *Svelberg*, near which is a cavity in the rock used by the natives as a kind of kitchen. This is the highest point on the route, about 1800 ft. above the fjord. The path next descends the *Fladberge*, and in 1 hr. more reaches the gaard of **Skjæggedal** (about 2½ hrs. from Tyssedal; coffee, good trout, and a bed if necessary). On the left the *Mogelifos* descends from the *Mogelinut*, and on the right is the *Vasséndenfos*, the discharge of the Ringedalsvand (see below). At the foot of the latter waterfall is the *Vetlevand* ('small lake'), which we cross by boat in a few minutes; and ascending thence for 8 min. more across the *Eid*, or neck of land separating the two lakes, we reach the extremely picturesque and exquisitely clear *Ringedalsvand* (about 1310 ft. above the sea), with the huge *Einsætfjeld* rising towards the S. (A high wind sometimes prevails

1. Banegaard
2. Börsen & Telegraf
3. Byens Sygehus
4. Katholske Kirke
5. Kreditbanken
6. Post
7. Raadhus
8. Sölyst (Badehus)
9. Stadsporten
10. Teknisk Skole
11. Hoved-Brandvagt
12. Forskjönnelsen
Eidsvaag
Holmen
Sand-
viken
Sandvikens K.
Skudeviken
BYFJORD
Fyr
Molo
Bergen-
hus
Toldbod
Nordnäs
Observatorium
Frederiks-
berg
Walkend
Vaagen
Nykirke
Engen
Theater
Sukker-
hus-
Engen
Nöstet
Sydnäs
Dokken
Lille
Lunge-
gaardsv.
Museum
Mölenpris
Nygaardsparken
PUDDEFJORD
Laksevaagnäs
Laksevaag
Lyderhorn & Gravedal
Damsgaard
Frydenbö
Gyldenpris
Stranden
Uren
Solheimsli
Haugen
Holmen
(Marineetablissem
Solhein
vik
Damsgaards-
fjeld
Sälen
Geograph. Anstalt v. Wagner & Debes, Leipzig

BERGEN.
1 : 24.000.
0 100 200 400 600 800 1000
Mètres - 1 Kilomètre.
0 500 1000 1500 2000 2500 3000
Fod.
0 1/8 1/4 3/8 1/2
Engl. Mile.
Blaamanden
2den St.
1ste Stemme
Flöien
Flöifjeldet
Skomager Diket
Nygaardene
Starefos
Pleiestiftelsen
Lungegaards Hospital
Kalfaret
Kalvedal
Svartediket
Store Lungegaards-vand
Flöen
Store Ström
Tonningsnäs
Möllendal
Kronstad
Aarstad
Möllendals Elv
Rennebo
Ulriken
Fane & Os
Fane & Os

here, while the fjord below is quite calm, in which case the night must be spent at the gaard, or the excursion must be renounced altogether. It is desirable to have one or more extra rowers in addition to the guide (fee for each person 1 kr.) This magnificent mountain-lake is 6 Kil. in length, and the row to its upper end takes nearly 1½ hr.; about halfway we enjoy a fine retrospective view of the huge snow-mantle of the Folgefond. On the left, farther on, the picturesque *Tyssestrenge* fall from a precipice upwards of 500 ft. high, uniting in one cascade about halfway down the face of the rock. On landing at the upper end of the lake, we ascend across 'Ur' to the (20 min.) foot of the ***Skjæggedalsfos** (530 ft.), which though perhaps less imposing than the Vøringsfos (p. 62) is much more picturesque. In summer the volume of water is somewhat scanty, but when the snow is melting *(Flomtid)* and after heavy rain the effect is very grand.

(6). An ascent of **Møfalsskardene** (3940 ft.), to the E. of Odde, is accomplished in 6 hrs., with guide (5 kr.); the top commands a fine panorama of the Ringedalsvand, Sørfjord, and Folgefond.

10. Bergen and Environs.

Arrival. The Wilson steamers lay to at the *Customhouse Pier;* the 'Norge' and Hardanger boats at the *Ny-Almenning;* the Sogn and Nordfjord boats at the *Nykirke Bryggen;* the Hamburg, Christiania, Throndhjem, and North Cape steamers at *Brabœnken*, near the citadel. Porter *(Bærer)* to the principal hotels, ½-1 kr. — Travellers leaving Bergen by steamboat should, if possible, secure berths by going on board in person several hours or even the day before the vessel starts. — The *Railway Station* (Pl. 1; p. 76) is in the S. part of the town, near the Lille Lungegaardsvand.

Hotels. *Hôtel Norge, a large establishment in the Torv, near the railway-station, R. 2½-6 kr.; *Holdt's Hotel (Pl. c), in the street called Veiten, about 20 min. from the steamboat-quay, with baths, R. from 2, B. 2, S. 2, D. 3 kr., L. & A. 90 ø. — *Nordstjernen (Pl. d), Raadstue-Plads, near the Exchange, and 20 min. from the landing-place, R. 2½, B. 2, D. 2, S. 2 kr.; Hôtel Bergen (Pl. a), Strand-Gade, to the E. of the Nykirke, well spoken of, R. 2, B. 1, S. 1, D. 2, A. ½ kr.; Smeby, Strand-Gade, to the W. of the Nykirke, well spoken of, moderate charges; these three are less pretending than Holdt's and the 'Norge'. — Scandinavie (Pl. b), in the Plads called Klosteret, 10 min. from the quay, 2nd class. In summer the hotels are often full. — *Restaurants* at the hotels. — *Michelsen*, confectioner, Olaf Kyrre's Gade, opposite the Nygaards Park.

Cabs (at the Exchange). Per hr., with one horse, 1-2 pers. 1½, 3 pers. 2, 4 pers. 2½ kr., with two horses 2 kr., 2 kr. 70, 3 kr. 20 ø.; per drive 50, 65, 80 ø., outside the town-limits 80 ø., 1 kr., 1 kr. 20 ø.

Boats, here called *Fløt (Fløtmand*, 'a boatman'), according to tariff *(Taxt)*. Persons in want of a boat hail one by shouting '*Fløt*', to which the boatman usually replies, '*Ja vel, Mosjø*'. A trip towards the N.W. is described as *udover*, towards the Torv at the head of the bay as *indover*, towards the N.E. side (Fløifjeld) as *opover*, and to the S.W. as *nedover*.

Post Office (Pl. 6), Smaastrand-Gade, open from 8 a.m. to 7.30 p.m. **Telegraph Office** (Pl. 2), at the back of the Exchange (p. 74).

Shops. *Hammer*, Strand-Gade, Norwegian antiquities, modern silver ornaments, and pictures; *Brandt*, Strand-Gade, furs; *Kahrs*, Strand-Gade, fishing-tackle, travelling requisites, alpenstocks; *Sund & Co.*, Strand-Gade, tailors for ladies and gentlemen; *Michelsen*, Strand-Gade, wood-carvings; *Vedeler*, in the Torv, figures in Norwegian costumes. — Booksellers:

F. Beyer, Strand-Gade 2 (also photographs, stationery, etc.; information willingly given to strangers); *Giertsen*, *Paulson*, both in the Strand-Gade. Photographs also at *K. Knudsen's*, etc. — CHEMIST: *Monrad Krohn* (English spoken). — CIGARS AND TOBACCO: *Reimers & Son*, Smaastrand-Gade 3, near the post-office. — WINE, TINNED GOODS ('Hermetik'), AND BISCUITS: *C. Krøpeliens Enke*, Strand-Gade 40; *J. E. Mowinckel*, Strand-Gade 23 (cigars also). — SPIRITS AND LIQUEURS at the not very numerous shops belonging to the company *(Brændevins-Samlag)*, which monopolises the trade in spirituous liquors. At some of the shops liquors are sold in bottles only, at others by the glass. The shopkeepers are the servants of the company, and derive no profit from the sale. After payment of a dividend of 5 per cent, the surplus profits are paid to the municipality. The 'permissive act' under which the company has bought up all the licenses to sell spirits, has been adopted by many other Norwegian towns and parishes, and is said to have produced most beneficial results.

Banks. *Norges Bank*, *Bergens Credit-Bank*, and *Privatbank*, all in the Torv. — **Goods Agents.** *Ellerhusen & Lund*, Lille Altonagaarden, Strand-Gade.

Baths. Warm, in the *Sygehus* (Pl. 3) in Engen and at *Holdt's* (Pl. c). Sea-baths at the *Sølyst* (Pl. 8), by the fortress; for gentlemen 7-9 and 3-8 o'clock; for ladies 10-2 o'clock. — Hair-dressers: *Andreas Pettersen*, Olaf Kyrre's Gade 6; *B. Holmberg*, Valkendorfs-Gade 6.

Theatre, performances thrice weekly. — **Music** in the *Park* on Sun. & Wed., 12-1, also 8-10 p.m. (adm. 10 ø.).

Consuls. British, *Mr. H. D. Janson*, Strand-Gade, S.W. side, a few doors S.E. from the Smørs-Almenning. American consul-general, *Mr. F. G. Gade*, Smaastrand-Gade; vice-consul, *Mr. Joh. Isdahl.*

English Church Service in summer in the '*Gamle Musæum*' schoolhouse, on the N. side of the Lille Lungegaardsvand, near the Park, and 5 min. from Holdt's Hotel.

Tourist Agencies. *Beyer's Inquiry Office*, Strand-Gade 2, gives information to tourists, sells hotel-coupons and steamboat-tickets, and supplies guides; it also publishes a tourist journal entitled 'Beyer's Weekly News'. *Bennett's; Norsk Turist Bureau*, Starvhus-Gade 5. — Strangers provided with an introduction are admitted free for a week to the club '*den Gode Hensigt*' or the '*Logen*'.

Steamboats, comp. the *Norges Communicationer*, pp. 8, 9. — Steamboat Agent: *C. A. Gundersen*, Strand-Gade 71.

Bergen (N. lat. 60° 23′), one of the oldest and most picturesque towns in Norway, with 47,000 inhab., lies on a hilly peninsula and isthmus bounded on the N. by the *Vaag* and the *Byfjord*, on the S.E. by the *Lungegaardsvand*, and on the S.W. by the *Puddefjord*. In the background rise four mountains, 1350-2100 ft. in height, *Blaamanden* (with the *Fløifjeld*) to the N.E., *Ulriken* to the S.E., *Løvstakken* to the S., and *Lyderhorn* to the S.W.; but the citizens, on the analogy of the seven hills of Rome, enumerate seven (*Sandviksfjeld*, *Fløifjeld*, *Ulriken*, *Løvstakken*, *Damsgaardsfjeld*, *Lyderhorn*, and the *Askøfjeld* in the island of Askø to the N.W.). The armorial bearings of the town also contain seven hills (formerly seven balls). The climate is exceedingly mild and humid, somewhat resembling that of the W. coast of Scotland; the frosts of winter are usually slight and of short duration, the thermometer very rarely falling below 15-20° Fahr., and the average rainfall is 72 inches (in the Nordfjord about 35 in., at Christiania 26 in. only). The mean temperature of the whole year is 45° Fahr. (Christiania, 41°), and that of July 58° (Christiania, 62°). Owing

to the mildness of the climate the vegetation in the neighbourhood is unusually rich; flowers are abundant, while grain and fruit in ordinary seasons ripen fairly well.

The general aspect of the town is modern, though traces of its antiquity are not wanting. The older part adjoins the spacious harbour, called *Vaagen*, and spreads over the rocky heights at the base of the Fløifjeld and over the peninsula of *Nordnaes*, which interposes between the Vaagen and the *Puddefjord* (to the S.). The newer quarters are rapidly extending to the S.E., towards the *Lille* and *Store Lungegaardsvand*, picturesque sheets of water, which, however, are apt to have an unpleasant stagnant smell in warm weather, especially at low tide.

The part of the town situated to the S. of the harbour, having been burned down in 1855, has been rebuilt in a handsome modern style, but the other quarters *(Kvartaler)* consist of closely built wooden houses painted white. Many of the houses are roofed with red tiles, which present a picturesque appearance. The streets running parallel with the harbour are called 'Gader', the lanes and passages 'Smuger' or 'Smitter', and these are intersected at right angles by wide open spaces called 'Alménningen', designed chiefly to prevent the spreading of conflagrations. Notwithstanding this precaution, Bergen has been repeatedly destroyed by fire, as for example in 1702, the disaster of which year is described by *Peter Dass* (p. 235) in two pleasing poems ('Samlede Skrifter', i. 1874). It is from these open spaces only, and from the Tydskebrygge, that a view of the harbour is obtained, the greater part of its banks being occupied by warehouses *(Søgaarde)*. A conduit now supplies the town with water from *Svartediket* (p. 77), affording much greater facilities for extinguishing fires than formerly existed.

The inhabitants of Bergen, like the Horlændinger and Vossinger, are more vivacious in temperament than those of other parts of Norway, and are noted for their sociability and light-heartedness. On holiday occasions their merry songs and lively chat testify to the buoyancy of their spirits, while at the same time they are a sober and frugal race. Waterproofs and umbrellas are quite as much in vogue here as in England, and they are certainly far more necessary. — Most of the better-educated inhabitants speak English or German, or both.

Bergen (from *Bjørgvin*, 'pasture near the mountains') was founded by King Olaf Kyrre in 1070-75 on the site of the old royal residence of *Aalrekstad*, at the E. end of the present harbour, which at that period ran inland as far as the Cathedral. The town must soon have become an important place, as the greatest battles in the civil wars of the subsequent centuries were fought in its neighbourhood. In 1135 Magnus Sigurdssøn was taken prisoner here and deprived of his sight by *Harald Gille*, who in his turn was slain by *Sigurd Slembe* the following year. In 1154 Harald's son *Sigurd Mund* was killed by the followers of his brother *Inge* on the quay of Bergen. In 1181 a naval battle took place near the Nordnæs between kings Magnus and Sverre; and in 1188

the *Kuvlunger* and *Øskjegger* were defeated by Sverre at the naval battle of *Florvaag* (near the Askø). Ten years later, during the so-called 'Bergen summer', the rival parties of the *Birkebeiner* and the *Bagler* fought against each other in the town and neighbourhood. In 1223 a national diet was held at Bergen, at which *Haakon Haakonsen's* title to the crown was recognised (a scene dramatised in *Ibsen's Kongsemnerne*, Act. i.). During his reign Bergen was the largest and busiest town in Norway, and boasted of no fewer than thirty churches and monasteries, and of many handsome buildings, of which but few traces now remain. For its subsequent commercial prosperity the town was indebted to the Hanseatic League, which established a factory here about the middle of the 15th century. From the *Comptoir* of the factory the German merchants were known as *Kontorske*, and the nickname of *Garper* (probably from *garpa*, 'to talk loudly), was also applied to them. These settlers, having obtained various privileges from the Danish government, gradually succeded in monopolising the whole trade of northern and western Norway, and in excluding the English, Scottish, and Dutch traders, and even the Norwegians themselves, from all participation in their traffic. These foreign monopolists, however, after having wielded their authority with great oppressiveness for upwards of a century, were succesfully opposed by *Christopher Valkendorf* in 1559, after which their power gradually declined. Their 'Comptoir' continued to exist for two centuries more, but at length in 1763 the last '*Stave*' (p. 75) was sold to a native of Norway.

Down to the beginning of the 17th cent. Bergen was a much more important commercial place than Copenhagen, and even at the beginning of the 19th cent. it was more populous than Christiania. (At the present day Christiania carries on 32 per cent of the whole trade of Norway, while Bergen's proportion is 16 per cent only.)

Among the natives of Bergen who have attained celebrity may be mentioned *Ludwig Holberg*, the traveller, social reformer, and poet (d. 1754), *Johan Welhaven*, the poet (d. 1873), *J. C. Dahl*, the painter (d. 1857), and *Ole Bull* (d. 1880), the musician.

Fish has always been the staple commodity of Bergen, which is the greatest fish-mart in Norway. The Hanseatic merchants compelled all the northern fishermen and traders to send their fish to Bergen, and down to the present day the trade still flows mainly through its old channels. In May and June occurs the first *Nordfar-Stævne* ('arrival of northern seafarers'), when the fishermen of the N. coasts arrive here with their deeply laden *Jagter*, the lines of which recall the shape of the ancient dragon-ships of the Vikings. Their cargoes consist chiefly of train-oil (manufactured from the liver of the cod or the torsk, and either 'blank', *i. e.* colourless, 'brun-blank', or 'brun') and roe *(Rogn)*; and in July and August they bring supplies of 'Klipfisk' and 'Rundfisk' (comp. p. 245). Bergen also possesses a considerable mercantile fleet, consisting of about 110 steamers of 40,000 tons burden and 260 sailing-vessels of 52,000 tons. The exports, chiefly consisting of fish, are valued at about 20,000,000 kr. annually, the imports at 30,000,000 kr. The Bergen ship-building yards are the largest in Norway (as that of *Georgernes Verft* on the Puddefjord; *Laksevaag Dampskibsbyggeri*, and *Bergens Mechaniske Værksted* at Solheimsviken).

Public Buildings. The most interesting are the **Kongshall** and ***Valkendorf's Taarn** near Bergenhus. (Permission to be obtained from the commandant; fee to the soldier who acts as

guide, ½ kr.). The historically interesting hall, erected in the 13th cent., and once a royal banquet-room, was long sadly neglected but is now being restored. Valkendorf's Tower, also known as the *Rosenkrantz Tower*, originally built by Haakon Haakonsøn in the 13th cent., was enlarged by Rosenkrantz in 1565, and restored in 1848. The name includes two towers, of which the older is on the S. side. The interior, which contains several handsome chimney-pieces, is now used as an *Arsenal* (interesting flags). The gallery at the top commands an excellent survey of the harbour and the town. The parapet bears the inscription: 'Patientia fertilis arbor'. — The adjoining fortress of **Bergenhus** contains the *House of Correction ('Slaveriet')*, to the N. of which is the ancient *Sverresborg*, now converted into a promenade (entr. on the side next the Bergenhus).

Off the fortress of Bergenhus a naval battle took place in 1665 between an English fleet of fourteen frigates, commanded by *Admiral Thomas Tiddiman*, and a Dutch mercantile fleet of sixty East Indiamen, under the command of *Admiral van Bitter*. The Dutch vessels had sought refuge under the guns of the fortress, the Danish commandant of which, *Gen. Cicignon*, without special instructions, took the part of the Hollanders. The English vessels were ranged in a semicircle extending from Bergenhus to Nordnæs, while the Dutch lay between Braadbænken and the Nykirke. After a contest of three hours, during which several cannon-balls (now gilded) struck Valkendorf's Tower, the Cathedral, and the Stadport, the united Dutch and Danish arms were victorious, and the British fleet was compelled to retreat with a loss of 600 killed and wounded.

On the hill on the opposite side of the harbour rises *Fort Frederiksberg*, now a *Brandvagt* or fire-station, adjoining which is the *Observatory*. On this hill there are also several excellent points of view, one of the finest being the neighbouring *Forskjønnelse*, between the *Nykirke-Almenning* and the *Holbergs-Almenning*. The latter 'Plads' derives its name from Ludvig Holberg, the poet (p. lxxv), who was born in a house here (now demolished) in 1684.

Churches. Bergen is said to have once boasted of no fewer than 32 churches, the largest of which were the *Christkirke*, in which Haakon Haakonsøn (1264) and other Norwegian kings are interred, the *Apostelkirke*, an imitation of the Sainte Chapelle at Paris, *St. Olaf's*, *St. Nicholas's*, and *St. Columbus's*. It also possessed several monasteries, including that of *Munkliv* on the Nordnæs, the foundations of which were recently discovered in the Plads called *Klosteret*, but are not now visible. None of these buildings, however, now exist, and there are four or five churches only worthy of notice. The **St. Mariæ Kirke**, or *Tydsk Kirke*, to the E. of Bergenhus, built in the 12th cent. and extended in the 13th, belonged to the Hanseatic League from 1408 to 1766 (comp. p. 72). It has a Romanesque nave, a Gothic choir, and two modern towers, and contains an interesting pulpit and altar. Several of the interesting *Tombstones* bear German names, some of which date from the first half of the present century. When the Kuvlunger

were dispersed by King Sverre in 1188, *Jon Kuvlung*, their chief, was slain, and his remains were buried in this church. In 1206 the Birkenbeiner *(Haakon Jarl* and *Peter Steyger)* signally defeated the Bagler *(Philip Jarl* and *Erling Steinvæg)* on the ground between this church and that of St. Lawrence, a little to the N., and a number of the latter were also interred here.

The **Cathedral**, or *St. Olaf i Vaagsbunden* ('at the head of the creek'), originally a monastery-church, erected in 1248, was rebuilt in 1537 and restored in 1870. The interior, consisting of a nave with a single S. aisle, contains nothing worthy of notice. The Gothic windows and the portal in the lower story of the tower are interesting. The font consists of a basin inserted in a laurel-wreath borne by an angel suspended from the ceiling. — Near the Cathedral are the *Kathedral-Skole*, the *Latin-Skole*, the *Søfarendes-Fattighus* (sailors' hospital), and the *Spetal*, or *St. Jørgen's Hospital*, for the reception of 'Spedalske' or lepers.

The *Korskirke*, or *Church of the Cross*, in the Hollændergade, where *Nils Klim*, famous by Holberg's 'Subterranean Journey' (p. lxxv), was once sacristan, is uninteresting. — In the neighbourhood are the streets of the *Skomagere*, *Skinnere*, *Bagere*, *Guldsmede*, and *Bartskærere*, deriving their names from the 'fif Amten' or five handicrafts of the German artizans once settled here. The great fire of 1855 extended to this point. — The *Nykirke* on the Nordnæs is a plain edifice, but the Roman Catholic *St. Paulskirke* (Pl. 4) deserves notice.

At the head (S.E. end) of the harbour, lies the Torv, or Market Place, adjoined on the N. by the *Vitterslevs-Almenning*, and on the S. by the *Torve-Almenning*. In the former is situated the new *Covered Market*, usually known as the *Basar*, a handsome edifice in brick and stone, completed in 1877; it contains the *Fisheries Museum* (open on Wed. & Sun., 11-1) and the *Public Library* (open 12-1 and 5-7). From this point a winding road ascends to the spurs of the *Fløifjeld*, or we may proceed to the left through the *Øvre* Gade to the Mariækirke. In the opposite direction is the **Torve-Almenning**, ascending to the S., and containing the handsomest modern buildings in the city, including the *Exchange* (Pl. 2), the principal banks, and some of the best shops. In front of the Exchange, in the Vaags-Almenning, is a *Statue of Holberg* (p. lxxv), by J. Börjeson. At the top of the hill rises the *Statue of Christie*, the president of the first Norwegian Storthing, which concluded the convention with Sweden in 1814 (comp. p. 118). The statue is by *Borch*. The right hand holds a scroll bearing the words, 'Norge Riges Grundlov' ('fundamental law of the Kingdom of Norway'). — From the *Torv*, at the head of the harbour, projects a pier called *Triangelen* from its shape, at which the fishermen of the neighbourhood, derisively called *Striler*, usually land their fish or sell it from their boats. The **Fish Market* held here is very

interesting, especially on Wednesdays and Saturdays, from 8 to 10 o'clock.

To the N. of the Torv, on the N.W. side of the harbour, extends ***Tydskebryggen,** or the *German Quay*, bordered with a long series of warehouses, painted white, with large windows. In front of each rises a wooden *Vippebom*, or crane of simple and primitive construction, used in unloading the fish brought to Bergen by the Northmen's smacks. The Tydskebrygge, the ancient Hanseatic quarter, assumed its present form after the fire of 1702. Here resided the clerks of the Hanseatic merchants of Bremen, Lübeck, and other towns belonging to the League. Owing probably to the jealousy subsisting between the rival nations, these clerks were forbidden to marry. There were sixteen different gaards, named as follows (reckoned from the Torv): *Finnegaarden*, *Dramshusen*, *Bratten*, *Leppen*, *Rævelsgaarden*, *Solegaarden*, *Kappen*, *Kjælderen* (which contained the old Exchange), and the *Holmedals*, *Jacobs*, *Svends*, *Enhørnings*, *Breds*, *Bue*, *Engel*, *Søster*, and *Guldsho Gaarde*. Each gaard was subdivided into *Staver*, or suites of apartments, belonging to different proprietors, who met on certain occasions in their *Skyttningsstave*, or council-room. A chamber of this kind is still preserved in the Dramshus. In the *Kläven*, or small rooms on the second or third floor, were lodged the servants of the establishment. *Yngvar Nielsen*, in his history of Bergen (Christiania, 1877), points out that the Skyttningsstue and the whole arrangement of these gaards are of genuine old Norwegian origin, and were not imported from Germany. Each gaard was presided over by a *Bygherre*, and each merchant had a clerk and one or more servants *(Byløber)* resident here.

The **Hanseatic Museum** in the Finnegaard (open 11-3, small fee; catalogue, in four languages, 1 kr.), founded by Mr. W. J. Olsen, gives an excellent representation of the manner in which the Gaards were fitted up and contains also a collection of articles belonging to the old Hanseatic merchants, including furniture, weapons, and fire-extinguishing apparatus, mostly dating from the latest Hanseatic period. On the GROUND-FLOOR were the warehouses; on the FIRST FLOOR is an outer room leading to the '*Staven*', or office of the manager, with his eating and sleeping apartment behind; and on the SECOND FLOOR are the '*Kläven*', or sleeping apartments of the clerks and servants. — As the use of fire or light in the main building was forbidden, a common room *(Skjætstuen)* for the use of all the inmates of each Gaard, was erected at some little distance behind it, near the vegetable gardens. The remains of only a few of these are now extant; but one has lately been restored in the Dramshus.

On the peninsula of **Nordnæs**, extending from the Torve-Almenning to the N.W., lies the greater part of the town, the principal streets in which are the long and busy *Strand-Gade* and *Markevei*. In the *Muralmenning* is an old building called *Muren* ('the wall'), with a passage through it. One of the finest views in Bergen is obtained from the Frederiksberg (p. 73), the highest part of the Nordnæs. At the S.E. end of the Nordnæs, and a little to the W. of the Torve-Almenning, lies *Engen* (formerly *Jonsvold*),

the largest 'Plads' in the town, where the *Theatre* (W. angle) and the **Picture Gallery** (open on Mon., Wed., & Frid., 11-1; 20 ø.) of the Kunstforening (near the E. corner) are situated. The latter chiefly contains modern works, including a number by *Tidemand*, *Bodom*, and *Eckersberg*. Among the older pictures are: Mary, Princess of England, by *Van Dyck;* an Entombment, by *T. Mengs;* and the Inhabitants of Rügen seeking to purchase their liberty from the Holsteiners, a drawing by *Carstens* (1779).

The **Museum**, a handsome building completed in 1865, on the *Sydnæshoug*, a hill rising to the S. of Engen, contains several valuable collections. It is reached either by following *Olaf Kyrre's Gade*, which passes on the left the large and handsome building of the *Arbeider-Forening* (artizans' club), and then turning to the left into *Christie's Gade;* or by the latter street, which passes the *Lille Lungegaardsvand*, the *Railway Station* (Pl. 1), and the tastefully built Roman Catholic church (p. 74) on the left. The Museum is open to the public on Mondays, Wednesdays, and Fridays, 11-1 o'clock; on Sundays, 11.30 to 1.30 and (in summer) 4-6; at other times admission 25 ø. each person. On the ground-floor is the *Library* (Tues., Thurs., Sat., 11-1).

In the entrance-hall, to the right, are two carved wooden Church-portals from Sognedal, probably 16th cent., and several Runic monuments. The *Antiquarian Collection* (good catalogue by *Lorange*, 50 ø), on the ground-floor, consists chiefly of tankards, and carved cabinets, wardrobes, and beds, including a handsome bedstead of the 17th cent., probably of Dutch workmanship, and a curious writing-desk of the same period. — The *Ethnographical Collection* comprises china, drinking-horns, guns, early frescoes, well-preserved ecclesiastical vessels, fonts in soapstone, and a fine altar-piece in carved oak with wings, probably Cologne workmanship of the beginning of the 16th cent.; also implements of the flint and early iron periods.

The *Natural History Collection* (first floor; catalogue 25 ø.) comprises an interesting and very complete set of specimens of Norwegian fish and marine animals (several fine seals and walruses, curious sun-fish, etc.), all of which are labelled with the Norwegian and the Latin names.

Behind the Museum is the **Nygaards Park*, the prettily laid out grounds of which command fine views.

Walks. One of the most interesting walks in the immediate vicinity of the town is afforded by the ***Fjeldvei**, a new road running along the side of the *Fløifjeld*, to the N.E. of the town, and commanding an extensive view of the town and environs. We may ascend to it from the *Vitterlevs-Almenning*, on the N. side of the town, proceed towards the N. till we get a view of Sandviken, and then return and follow the road to its S. extremity ($1^3/_4$ M.; *View of the Lungegaards Vand). We may then descend to the small park of *Forskjønnelsen* (Pl. 12). — A more extensive view is gained from the iron vane, or **Fløien**, at the top of the hill (985 ft.), to which it has given its name.

Another interesting walk may be taken to the N. of the Mariæ-kirke, passing to the E. of the Sverresborg, to *Skudeviken*, and along the coast to **Sandviken**, with the *Storemøtte*. We may return

thence by ascending the bank of the *Mul-Elv*, which issues from the *Skrædderdal*, as far as *Smaamøllen*, and crossing the hill by a road which passes the *Rothoug*. A number of pleasant villas are passed, and a fine view obtained of the Skjærgaard ('belt of islands', of which the Askø is the most important) and of the mountains to the S. of Bergen. — The mountain-brow above Sandviken, reached viâ the Skrædderdal (no path), commands a magnificent view. We may descend to the N. and reach a new road by the *Langevand*, which leads in windings to Sandviken. We may also ascend to the E. from the Skrædderdal to the top of the *Blaamand* (1805 ft.) and descend to Isdal and Svartediket.

A very favourite walk is from the Cathedral by Kong Oscar's Gade, past the pretty *Cemetery of St. Jacob*, which contains a monument to Christie (p. 74), to the *Stadsport* (Pl. 9), where the municipal archives are preserved. To the right, farther on, is the finely situated *Cemetery*, whence we obtain a beautiful view of Ulriken, Løvstakken, and other hills rising beyond the Store Lungegaardsvand. To the left, at the base of the Fløifjeld, amid rich vegetation, are a number of pleasant villas. We next observe the public promenade called *Forskjønnelsen* (p. 76), and on the right the *Pleiestiftelse* for lepers (medical men admitted on presentation of visiting card) and the *Lungegaards Hospital*. About 10 min. walk from the Stadsport is *Kalfaret* ('Calvary'; connected with which there was formerly a 'Jerusalem' and a 'Nobiskrug'). The road in a straight direction leads to *Fløen* and *Møllendal*. That ascending to the left leads into the *Kalvedal* (refreshments). Farther on, about $1^1/_2$ Engl. M. from the gate, is ***Svartediket,** a lake enclosed by barren rocks, whence Bergen is supplied with water. The *Ulriken*, to the S.E., is a very conspicuous object from this point. The scene here is so bleak that it is difficult to believe that we are almost within a stone's throw of rich vegetation. About $^1/_2$ hr. farther on is the picturesque gorge of *Isdalen*.

We may now cross the outlet of the lake, proceed to the right to *Møllen*, and descend by a beautiful shady road to the *Store Lungegaardsvand*, whence a road leads back to Kalfaret, while another leads to the S. round this picturesque sheet of water to the *Nygaardsbro*, the bridge crossing the *Store Strøm*. This 'stream' connects the Lungegaardsvand with the *Solheimsvik* (and the *Puddefjord*), and the tide which flows in and out serves as a motive power for several mills, which are thus always kept going except at high and at low water.

A short excursion may be taken from *Nøstet*, to the W. of Engen, by a small steamer which starts from the landing-place here every $^1/_4$ hr., across the *Puddefjord* to *Laxevaag*, with its large shipbuilding-yards and dry docks. We then walk to the pretty *Gravdal* at the foot of the *Lyderhorn* (1350 ft.), which may easily be ascended from this point, or to the E. along the bank of the fjord, passing pleasant villas, to *Solheimsviken*, with its extensive *Mekanisk Værksted*, and to the *Nygaardsbro* (see above).

The ascent of *Løvstakken* (1570 ft.; p. 70), a splendid point of view, takes 4-5 hrs. (incl. return).

Excursions to *Fjøsanger* and the estate of *Fantoft*, see p. 78; from *Nestun* to *Fane*, the *Convent of Lyse*, and *Os*, see p. 53.

A pleasant trip may be taken in the small steamer which plies on the two *Lungegaard Lakes* (every 1/4 hr.). A visit may also be paid by steamboat to **Askøen**, the large island in the Skjærgaard to the N.W. of Bergen (1 hr.); the *Udsigt* (*Dyrteigen*, 1/2 hr.) here commands a splendid panorama of the sea and coast.

11. From Bergen to Vossevangen and on to Eide on the Hardangerfjord or to Gudvangen on the Sognefjord.

The Railway (*'Vossebane'*) from *Bergen* to *Vossevangen* (108 Kil. or 66 Engl. M., in 4 hrs. 25 min.; fares 7 kr. 70, 3 kr. 85 ø.), opened in 1882, has greatly facilitated access to the inner ramifications of the Hardangerfjord and the Sognefjord. — From Vossevangen to *Eide*, 30 Kil. (19 1/2 Engl. M.), and from Vossevangen to *Gudvangen*, 48 Kil. (30 Engl. M.), roads with 'fast' stations. — *Diligence*, see p. 79.

Bergen, see R. 10. — The railway (station, see p. 69; best views to the left) passes through a short tunnel immediately after leaving Bergen, crosses the Store Strøm, and runs towards the S., skirting the base of the *Ulriken*, which here rises to the left. — 2 Kil. *Solheimsviken*. — 5 Kil. *Fjøsanger*, with pretty villas, on the *Nordaasvand*, adorned with its verdant islets. Near the station is the beautiful estate of *Fantoft*, belonging to Mr. Gade, the American Consul. Visitors are freely admitted to the grounds, where an old 'Stavekirke' from Fortun (p. 158) has been re-erected. — 8 Kil. *Hop*.

The railway then gradually ascends to (10 Kil.) *Nestun* or *Nedstun* (telegraph-station), near *Midtunbro*, which possesses some marble-quarries. The station commands a splendid view over the surrounding country.

Nestun has a 'fast' skyds-station. A delightful drive may be taken to the (8 Kil.) church of *Fane*, whence the *Fanefjeld* (ca. 980 ft.) may be ascended, and back viâ *Birkeland* (11 Kil.). — This excursion may be extended, past the *Kallandsvand*, to the convent of *Lyse* and *Os* (20 Kil. from Nestun; see p. 53).

The train now turns suddenly to the N.E., crosses the *Nestun-Elv* several times, and enters the *Langedal*, passing through five tunnels and skirting the W. bank of the *Grimenvand* and the *Haukelandsvand*. 18 Kil. *Haukeland-Lone*, at the N. end of the latter lake, on the banks of which there are several gaards. 25 Kil. *Arne*, with a church, at the S. end of the *Arnevaag*, a narrow branch of the *Sørefjord*.

29 Kil. **Garnæs** (70 ft.), on the Sørefjord, opposite *Hausviken*. The train now descends along the S. bank of the lake. The construction of the railway here is of considerable interest; no fewer than eleven short tunnels are traversed before the next station. The N. bank of the fjord is formed by the island of *Osterø*.

39 Kil. (24 1/2 Engl. M.) **Trengereid** *(M. Trengereid's Inn)*, whence the *Gulfjeld* (3235 ft.), commanding an extensive panorama, may be ascended (5 hrs., there and back; landlord of the inn as guide, 4 kr.). — The train passes through ten more tunnels and runs to the N. along the E. bank of the *Osterfjord*, affording a

view of the Osterø and the church of *Brudvik*. On the pretty *Ulfsnæs-Ø* a new boarding-school has been built. The train crosses the *Vaxdal-Elv* and reaches (51 Kil.) *Vaxdal* (telegraph-station), with a large mill. Then, after five tunnels, the longest penetrating the *Hættaparti*, (59 Kil.) *Stanghelle*, where the train crosses the *Stanghellestrøm*, descending to the Osterfjord from the *Dalevaagen*. Tunnel. Between (66 Kil.) *Dale* (short branch to the *Dale Fabriker*) and the next station nine tunnels are passed, one of which is the longest (1406 yds.) on the line. The train now reaches the S. bank of the *Bolstadsfjord*, an arm of the *Osterfjord*.

About 15-20 Kil. to the N. of this point is the picturesque *Eksingdal*, with its numerous waterfalls. *Eidet*, at the mouth of the valley, is touched at twice weekly by a Bergen steamer, and a road is being constructed through it. The finest part is above *Flatekval*. Farther up are mountain-paths leading to Evanger, Voss, Vinge, and the Arnefjord. The accommodation in the valley is indifferent.

78 Kil. **Bolstad** *(Inn)*, at the E. end of the fjord of that name, almost entirely enclosed by rocky hills, is visited several times weekly by the Bergen steamers. The train passes through eight tunnels, ascends the left bank of the *Vosse-Elv*, which here forms several rapids, and then skirts the S. bank of the *Evangervand*.

88 Kil. **Evanger** (25 ft.; *Monsen's Hotel*, well spoken of; telegraph-station), at the head of the lake of that name. The village, with the church and inn, lies opposite the station, on the N. bank of the Vosse-Elv, which here enters the Evangervand. To the S. towers the *Myklethveitveten* (3755 ft.), which may be ascended from Evanger in 2-3 hrs. and commands an extensive view of the Hardanger (guide, *Jacob A. Evanger*, 2½ kr.). — Farther on the train follows the left bank of the Vosse-Elv, which expands at places till it looks more like a lake than a river. Crossing the river and threading the fifty-second and last tunnel it runs past (99 Kil.) *Bulken*, and along the N. bank of the picturesque *Vangsvand* (120 ft.), to (108 Kil., 65 Engl. M.) —

Voss or **Vossevangen.** — **Hotels.** *Fleischer's Hotel and Station, near the station and lake, R. 1½, D. 2, B. 1½, S. 1½ kr.; Johnsen's Hotel, next door to the last, well spoken of, R. from 1½ kr.; *Vossevangen Hotel, kept by *Dykesten*, in the village, unpretending (good cuisine), R. 1¼-2, D. 2, S. 1 kr. 20 ø.; Kjeller's Hotel, new, with 25 beds, English spoken; H. Sørheim's Hotel. — If the hotels are full, accommodation may be obtained in lodging-houses, indicated by tickets. — *Telegraph Station.*

Carriages. It is usual to engage carriages here (at the skyds-charge of 17 ø. per Kil.) for the whole route to Eide or Gudvangen, as much time is otherwise lost in changing horses.

Diligence to *Eide* daily, in 3 hrs., starting generally at 11 a.m. (on Wed. 8, on Thurs. 6.45 a.m.; fare 4 kr.); in the reverse direction in 3¼ hrs., leaving Eide at 5 p.m. (Mon. & Thurs. 11 a.m.; fare 4½ kr.). — To *Gudvangen*, daily, in 7½ hrs. (incl. 2 hrs. at Stalheim), starting at 10 a.m. (Wed. & Thurs. 8 a.m.; fare 7 kr.).

Vossevangen (125 ft.) is charmingly situated at the E. end of the Vangsvand, and is admirably suited for a prolonged stay. It commands a view to the S. of the lofty and imposing *Graasiden* (4250 ft.).

The stone *Church*, dating from the 13th cent., contains an ancient altar-piece, several memorial tablets of the 17th and 18th cent., a candelabrum of 1733, and a Bible of 1589. (The 'Kirketjener', or sacristan, lives in the house to the N.W.) L. Holberg, the Danish poet, was tutor at the parsonage in 1702. The admirably cultivated environs of Vossevangen may be termed the kitchen-garden of Bergen. Large farms lie on every side, exhibiting an area of tilled land very unusual in Norway.

About 1/2 M. from Vossevangen, in the direction of Bergen, amid log-houses above the main road, is the *Finnefod*, an old log-church now used as a barn. The large oaken columns at the door still exist and show the characteristic Norman carving on their capitals. The Norman arch above the door is also carved.

From Vossevangen to Eide (30 Kil.; fast stations; carriole 17 ø. per Kil.). The road leads to the S.E., at first skirting the *Vosse-Elv*, and then gradually ascending to its highest point (858 ft.). The country is pretty and well cultivated, but somewhat monotonous. The silver fir is seen here at intervals. The road then descends gradually and crosses the boundary of the *Hardanger* ('Harang') district. A number of marshy ponds impart a dark brown colour to the water of the *Skjerves-Elv*, which flows southwards. The upper part of the valley terminates suddenly (as at Stalheim, p. 110), and the road descends in zigzags into the profound and picturesque valley known as ***Skjervet**, flanked with imposing rocks. On the left the *Skjervefos* is precipitated over the black slate rock in two halves, the upper resembling a veil. The road crosses a bridge between the two parts of the fall. The vegetation becomes richer as we descend, the lime and the ash occurring frequently here. Farther on we pass a number of old moraines.

22 Kil. *Seim i Graven*, or *Øvre Vasenden* (tolerable station; Næsheim's Hotel, a little farther on, R. 3/4-1 kr., B. 80 ø., D. 1-1 1/2 kr.), is prettily situated on the *Gravensvand*, the E. bank of which is skirted by the road. Opposite rises the lofty *Næsheimshorgen*. From *Gravens-Kirke*, about halfway between Vasenden and Eide, a very steep and hilly road crosses the mountain to (17 Kil.; pay for 32) *Ulvik* (p. 59), a beautiful walk or ride of 4 1/2 hrs., but hardly suitable for driving. We next pass *Nedre Vasenden*, at the lower end of the Gravensvand, pass through a rocky defile, and soon reach —

8 Kil. *Eide* (see p. 59).

From Vossevangen to Gudvangen, 48 Kil., a drive of about 6 hrs. (see p. 78).

This excursion should be so arranged that the night is spent at the beautifully situated Stalheim's Hotel (p. 110), and the traveller should disregard all the representations of the agents of the wayside inns. Carriole to Stalheim's Hotel (36 Kil.) 6 kr. 12 ø.

The road threads a picturesque ravine, ascends the *Vossestrands-Elv*, and skirts the E. banks of the *Lundarvand* and *Lønevand*, from which that river issues. Fertile, wooded district. To the left towers the precipitous *Lønehorjen* (4570 ft.), to the right the horn-shaped *Hondalsnut* (4990 ft.), each of which may be ascended from Vossevangen in 5-6 hrs. (almost the whole way on horseback); they command a splendid view of the glaciers to the E. and N.E. of the Eidfjord.

12 Kil. *Tvinde i Voss* (225 ft.), a poor station, with a new hotel. To the left is the beautiful *Tvindefos*. The road now becomes steeper, and crosses the river by the *Asbrække Bro*. (To see the fall of that name, we descend a few paces; caution necessary.) We again cross the river. The valley is shut in by lofty wooded cliffs. About $^1/_2$ hr. before Vinje the Vossestrands-Elv receives the *Mørkadals-Elv*, along which a well-trodden path leads to Aarmot and Vik (10-12 hrs.; p. 116).

10 Kil. *Vinje i Vossestranden* (960 ft.; Hotel, well spoken of), situated in the midst of pleasant scenery. The road now runs to the E. to the *Opheimsvand* (970 ft.), and passes the **Opheims-Kirke** (*Opheim's Hotel*, R. $^3/_4$-1 kr., B, 80, S. 80 ø., D. $1^1/_2$ kr., cuisine well spoken of; *Lady Brassey Hotel)*, picturesquely situated on the bank of this lake. The ring of lofty mountains here, consisting mainly of light grey felspath, produces a curious effect. To the S. rises the *Malmagrønsnaave* (3600 ft.), to the E. the *Aaxlen* and *Kaldafjeld* (3940 ft.).

We now cross the watershed between the Bolstadsfjord and the Sognefjord, and reach the *Nærødals-Elv*, which flows into the latter, not far from the former station *Stalheim i Vossestranden*, near the top of the magnificent *Stalheimsklev* (1120 ft.; *Stalheim's Hotel), a precipitous slope which the road descends in windings to the *Nærødal* (275 ft.), commanding a magnificent view (see p. 110).

26 Kil. *Gudvangen*, see p. 110.

12. From Christiania through the Hallingdal to Lærdalsøren on the Sognefjord *(Bergen)*.

The Hallingdal route to Lærdalsøren takes 4 days. The grandeur of the scenery between Christiania and the Sognefjord increases as the traveller proceeds from E. to W., so that either the route through the Hallingdal or that through the Valders (R. 13) should be selected in going to Bergen, while the return-journey may be made either by way of the Romsdal (p. 196 and R. 15), or by Throndhjem and the railway (R. 26), or by sea round the S. coast.

344 Kil. (214 Engl. M.). Railway to (122 Kil.) *Krøderen*, express in $4^3/_4$ hrs. (fares 6 kr. 55, 4 kr. 15 ø.), ordinary train in $5^1/_2$ hrs. (fares 6 kr., 3 kr. 75 ø.). Steamer thence to (38 Kil.) *Gulsvik* daily in $2^1/_2$-3 hrs. (fare 2 kr. 40 ø., 1 kr.). Thence by a good, but at places very hilly Road to (184 Kil.) *Lærdalsøren*, in 2-3 days. The pleasantest way of dividing the journey is as follows: (1st Day) From Christiania to *Gulsvik*. (2nd) From Gulsvik to *Rolfshus*. (3rd) From Rolfshus to *Breistølen* or *Hæg*. (4th) Thence

to *Lærdalsøren*. Or the first night may be spent at *Næs*, the second at *Bjøberg*, and the third at *Lærdalsøren*. If, however, the traveller is much pressed for time, it is possible, by travelling 14-18 hrs. a day, to reach Lærdalsøren in 2 days (spending the night at Rolfshus). As almost all the stations on this route are either comfortable or at least very tolerable, the traveller may divide the journey as best suits his convenience. The stations to be avoided as affording little or no accommodation are *Aavestrud*, *Bortnæs*, *Viko*, and *Kleven*. The charge for a horse and carriole is 17 *ø.* per Kil. at all the stations on this route. Adding to this the usual gratuity of 15 *ø.* per 10 Kil., the total cost of horses and carrioles from Gulsvik to Lærdal is about 38 kr. for each person. For a carriage with a hood, and a pair of horses ('Caleschvogn'), for two persons, 100 kr. is the usual fare, to which must be added a gratuity of 5-6 kr.

The most direct route from Christiania to the Sognefjord is through the Hallingdal, and the new Bergen and Vossevangen railway is to be continued through this valley; but the scenery is inferior to that on the Valders route. The lower part of the Hallingdal is somewhat monotonous in character, while the greater part of the Hemsedal is very bleak and dreary. From the upper ramifications of the Hallingdal diverge several wild mountain-passes to the Sognefjord and Hardanger Fjord, but the traveller who crosses them must be prepared for privations. The name of Hallingdal is applied not merely to the valley itself, but to all the numerous lateral valleys from which streams descend to the *Hallingdals-Elv*, that is, to the entire district which is bounded on the N. and E. by Valders, on the S. by the Numedal, and on the W. by the Hardanger region.

Owing to the long isolation of this district, and especially of its side valleys, from the rest of the world, many of its old Norwegian characteristics have survived; and the traveller will often meet with curious old buildings, carved wooden tankards and furniture, and picturesque costumes. The people are remarkable for the tenacity with which they adhere to their ancient customs and numerous traditions, many of which may here be traced to their historical origin. Of this district it has been said that 'the knife lies loosely in its sheath', and the inhabitants unfortunately still sometimes betray the irascible and passionate disposition which used to find vent in the 'girdle duel', where the combatants (*'Bæltespænder'*) were bound together with their belts and fought with their knives (p. 341). As an outcome of this excitable temperament may be mentioned the wild *Hallingdans* or *Springdans*, accompanied by a weird kind of music (*'Fanitullen'*) which has been ascribed to satanic influence. — In connection with this subject the reader is referred to the following works: 'Norsk Lyrik', Christiania, 1874, containing 'Asgaardsrejen', a poem by *Welhaven*, and 'Fanitullen', another by *Moe;* 'Sægnir fra Hallingdal' by *E. Nielsen;* and 'Norske Bygdesagn' by *L. Daae*.

Railway from Christiania to (96 Kil.) *Vikersund*, see R. 2. A branch-line (carriages changed) leads hence to (12 Kil.) *Snarum* and —

26 Kil. **Krøderen** (*Restaurant;* **Inn*, opposite the station, clean and comfortable), prettily situated at the S. end of **Lake Krøderen** (445 ft.), and near the efflux of the *Snarums-Elv*, which falls into the Drammens-Elv near Aamot. The steamboat-pier is 10 min. walk from the station. The lower part of the lake is narrow and shallow, and its banks are smiling and tolerably well cultivated; but it afterwards expands, and the scenery assumes a more mountainous character, especially beyond Næs, where the imposing *Norefjeld* rises on the left, 4500 ft. above the lake.

The interesting Ascent of the Norefjeld (10 hrs.) is best made from *Nore*, where the road crosses the narrowest part of the Krøderen. We

proceed to the N. along the lake to (4 Kil.) *Skadset* and then ascend to the left, by a steep bridle-track, to the *Sandum Sæter*, which affords a fine view of Krøderen. Beyond the sæter our route runs to the N.W. through wood, crossing a lofty plateau which commands a good view of the Gausta and other mountains of Telemarken, and also of the *Eggedal*. From the plateau we continue to ascend to the *Augunshaug* (3980 ft.; wide *View). Little is lost by omitting to climb the *Høgevarde* (5620 ft.), which rises 5-6 Kil. to the N.W. From the Augunshaug we may descend directly to the E. to *Tungen* and *Ringnæs*, the latter a 'fast' station, 11 Kil. from Olberg and 17 Kil. (pay for 25) from Gulsvik. From the Høgevarde we may descend to the N.E. through the valley of the Gulsvik-Elv to (7 hrs.) Gulsvik (see below).

Between $2^1/_2$ and $3^1/_2$ hrs. after leaving Krøderen the steamer reaches —

Gulsvik (160 Kil. from Christiania; 510 ft.), at the mouth of the **Hallingdal** (see pp. 82, 85). The skyds-station (good quarters) is about $^3/_4$ Engl. M. from the lake. In the neighbourhood are the *Mønsaastue*, a fine old timber-built house (*'Bjelkestue'*), and several other buildings of the 16th and 17th centuries. Gulsvik, though presenting no particular attraction, is a good place for spending the night. The next suitable station, to which travellers arriving about 3.30 p.m. may drive the same evening (in about 5 hrs.), is *Næs* (see below). The road follows the W. side of the valley of the *Hallingdals-Elv*. It is nearly level all the way to Næs.

14 Kil. *Aavetsrud* (poor quarters). The scenery is pleasing, though somewhat monotonous. The road passes several lake-like expansions of the Hallingdals-Elv, on one of which, known as the *Brummavand* (575 ft.), upwards of 18 Kil. long, is situated —

17 Kil. *Børtnæs*. At the upper end of the lake we next reach —

11 Kil. **Næs** (good and inexpensive quarters at *Gie's* and *Schwenkerud's*), a considerable village, with a handsome church, a jail, and a number of shops. The pretty grounds of *Buvandsbrenna*, the property of General Wergeland, are open to travellers. [In the reverse direction travellers may also descend the river from Næs to Gulsvik by boat (5-6 hrs.; 8-10 kr.). In spite of the numerous rapids, the trip is unattended with danger when the river is moderately full.]

From Næs to Lake Spirillen, about 45 Kil., a walk of 10-11 hrs. (guide unnecessary). A well-defined sæter-path ascends to the E. to *Lake Strøen*, which affords good fishing (quarters for the night at one of the sæters), in 3-4 hrs., and by *Djupedal* in 3-4 hrs. more to *Ildjarnstad* (p. 89), whence *Næs* in the *Aadal*, at the head of Lake Spirillen, is about 22 Kil. distant (comp. p. 89).

Another sæter-path ascends the mountains to the W. of Næs to the *Tunhøvd-Fjord* in about 6 hrs. (p. 25).

Above Næs the scenery continues to be of a pleasing character. About halfway between Næs and Viko the road crosses to the left bank of the river. Farther on is *Rolfshus* (*Sørensen's Hotel & Pension, with garden; civil landlord, who speaks English), a favourite resort and pleasant stopping-place. Near Viko the valley trends towards the W.

20 Kil. **Viko** (700 ft.; indifferent quarters), beautifully situated on the Hallingdals-Elv. The river affords tolerable fishing here, and the *Tisleivand*, a large lake among the mountains, 13 Kil. to the N. (see below), is said to be abundantly stocked with trout.

FROM VIKO TO THE VALDERS ROUTE (10-12 hrs.). The path ascends very steeply for 3/4 hr., and then gradually for 3 hrs. more to the *Fjeldvidde* ('table-land'), passing several sæters. The *Tisleivand* (2800 ft.; about 8 Engl. M. in length), a lake which here forms the boundary between the Hallingdal and Valders districts, is then crossed by boat, after which we descend to (6 hrs.) *Stende*, a farm-house on the *Strandefjord*, cross the lake by a long bridge to *Ulnæs-Kirke*, and proceed thence either up the Aurdal to (7 Kil.) *Fosheim*, or down the valley to (8 Kil.) *Fagerlund* (p. 91).

About 2 Kil. above Rolfshus the Hallingdals-Elv is joined by the *Hemsila*, descending from the N.W., while the former river descends from the Upper Hallingdal, from the W. (p. 83). The road soon crosses the Hemsil, which here forms a fine waterfall. Beyond the bridge our route quits the Hallingdal and ascends the **Hemsedal,** or valley of the Hemsila, mounting the tedious *Golsbakker* in long windings, and passing halfway up within sight of the church of *Gol*. Beyond (10 Kil.) *Løstegaard* (1440 ft.) the road crosses the river and follows the E. side of the valley, passing several farms. The W. side and the bottom of the valley are uncultivated. About 5 Kil. farther on we reach the poor station of —

16 Kil. *Kleven i Gol* (tolerable quarters), where the scenery becomes uninteresting, and 4 Kil. beyond which is *Ekre* (2600 ft.).

FROM EKRE TO THE VALDERS ROUTE (10-12 hrs.). A rough sæter-path ascends from Ekre to the '*Heier*', passes the *Vannenvand* and the *Storsjø* at the base of the huge *Skogshorn* (5660 ft.), traverses the district of *Lykkja*, with its scattered houses, and leads to the (5 hrs.) **Fosseim-Sæter**, at the S. end of the long *Svenskenvand* (2860 ft.; good fishing), built for the use of travellers and anglers. Crossing the lake by boat, and passing several sæters, we then descend to the station of *Fosheim* (p. 94).

Another route to Valders diverges from our road at *Ulsaker*, between Ekre and Tuf, ascends past the base of the *Skogshorn* (see above) to the *Helsingvand*, skirts the E. bank of the *Hundsendvand*, and leads to the *Grunken-Gaard*, where it crosses the *Smaadøla*, falling into the *Svenskenvand*. It then leads along the Smaadøla to the N. end of the *Helevand* and the *Vasends-Sæter*, past the base of the *Grindefjeld* (5600 ft.), and descends to *Grindaheim* (p. 95), about 13-14 hrs. distant from Ekre.

Beyond Ekre, on the opposite bank of the Hemsila, rises the *Veslehorn*, over which are precipitated four small waterfalls, descending from a mountain-lake, and uniting into a single imposing cascade during the melting of the snow. The road passes through *Kirkebø*, an uninviting village near which is *Hemsedals-Kirke*, the last church in the Hallingdal, and 7 Kil. farther reaches the station of —

20 Kil. **Tuf** (**Station; Gaard Fauske*, 3 min. from the road, a fair country-inn), at the confluence of the *Grøndøla* and the Hemsil. The rivers, and a lake 5 Kil. distant, afford tolerable fishing.

FROM TUF TO NYSTUEN (15-16 hrs.). A tolerable road ascends the *Grøndal*, the valley of the Grøndøla opening on the N., after which a bridle-path, passing several sæters, traverses the *Mørkvanddal* and crosses the mountains, where reindeer are frequently seen, to *Nystuen* on the Valders route (p. 96).

Near Tuf the Hemsila forms the *Rjukande Fos* ('smoking fall'). All traces of cultivation now cease, and a few scattered sæters replace the farms of the lower part of the valley. The road ascends rapidly, and traverses a bleak and desolate, but grand and imposing valley called the *Mørkedal*. This stage, being unusually long and hilly, takes fully 3 hours.

20 Kil. (pay in the opposite direction for 30) **Bjøberg** (3320 ft.; **Station*; excellent headquarters for reindeer-stalking; pair of antlers 8-10 kr.), the last station in the Hallingdal, is a solitary gaard in a wild and dreary situation, at the foot of the *Hemsedalsfjeld*. About 7 Kil. farther on we pass a column marking the boundary between the 'Stift' of Christiania and that of Bergen, beyond which we skirt the precipitous *Kjølberg* on the left and the *Eldrevand* on the right. To the N.E. rises the *Jøkuleggen* (6280 ft.). The road, which is the highest in Norway, now soon reaches its culminating point (3790 ft.), and then descends rapidly to —

15 Kil. (pay for 22 in either direction) **Breistølen** (*Station*, unpretending, but good), beyond which there is an almost continuous and latterly steep descent, passing several waterfalls, to the bridge of *Børlaug* on the Valders route (p. 97). From Tuf over the Hemsedalsfjeld to this point (about 40 Kil., for which 7-8 hrs. should be allowed in either direction) the scenery is very wild and bleak, but the road now enters the highly picturesque valley of the *Lærdals-Elv*. A little below the bridge is —

12 Kil. (pay for 15, but in the opposite direction for 19) **Hæg** (*Hotel*, well spoken of), see p. 97. — From Hæg to *Lærdalsøren*, (39 Kil.), see pp. 97-99.

UPPER HALLINGDAL.

The *Hallingdal* in the narrower sense, or main valley *(Hoveddalføret)*, ascends to the W. from Viko (p. 84) to the wild and desolate regions of the *Hallingskarven*, the mountains forming the S. prolongation of the Fillefjeld and the Hemsedalsfjeld, and across which paths lead N.W. to the Sognefjord and S.W. to the Hardanger Fjord. With this district are associated some of the most famous of Norwegian sagas, such as that of the *Villand* family, and the inhabitants retain more of their ancient characteristics than those of almost any other part of Norway. With the exception of the higher mountains, however, the scenery is neither very picturesque nor imposing.

About 2 Kil. above Viko the road to the Upper Hallingdal leaves the high-road to Lærdalsøren, turning sharply to the left immediately after crossing the bridge over the Hemsil. About 6 Kil. farther on *Ellefsmoen* is passed, beyond which we reach —

15 Kil. (from Viko) *Nybgaarden i Torpe* (1015 ft.) Near the station stand within one wall the old timber-built *Church of Torpe*

and its successor. The old church is now disused and dismantled, but the carved porch and doors are very fine. The old carvings have been removed from the interior, but one or two specimens are preserved and may be seen in the tower of the new church, a few paces distant.

11 Kil. *Sundre i Aal* (*Station, moderate). In the vicinity is the handsome new church, in the gallery of which are preserved some interesting relics of the old *Church of Aal*, including the pulpit and two large and finely carved panels. Adjacent are two curious old houses, known as the *Thingstue* and the *Gretastue*. The door of the former is richly carved, while the whole interior of the building is covered with a series of paintings, the colours of which are as bright to-day as when the brush was first applied. The carved pillars and veranda of the Gretastue are also very quaint.

The road then skirts the *Strandefjord* (1480 ft.), to the S. of which rises the *Sangerfjeld* (3865 ft.), and passes (10 Kil.) *Breie*, about 3 Kil. beyond which the road divides into two branches. The branch to the S.W. leads to the *Hardanger*, while the branch to the N.W. leads to the *Sognefjord* (p. 85).

1. Route to the Hardanger (45-50 Kil.). Near (3 Kil.; 17 Kil. from Sundre) *Hammersbøen* is the *Raaen-Gaard* (good accommodation), the property of *Sander Raaen*, who is said to have collected no fewer than 6000 of the old Norse words to be found in Ivar Aasen's dictionary. From Hammersbøen a rough road ascends the *Ustadal* to (10 Kil.) *Jeito*, where fair accommodation and a guide may be obtained (guide to Krækjahytten 6-8, to Hardanger 12-13 kr.). About 2 Kil. farther on is *Tufte* (2755 ft.), the highest gaard in the valley.

The huge **Hallingskarven** is sometimes ascended from this point. The E. peak (6330 ft.) is reached by ascending the course of the *Eimeheia* to the *Prestetholtsøl*, while the W. peak (6435 ft.) is scaled from the W. end of the *Ustavand*. View not picturesque, but very extensive, especially from the latter, embracing the Hardanger Vidda (p. 65) and other mountains.

The route from Tufte to Maursæt (two days) passes the *Smetbak Sæter*, crosses the *Ustedals-Elv* by the 'Nybro' (the key of which must be brought by the guide), ascends along the *Usteberg* to the *Berhelletjern*, passses the deserted 'Fælæger' (p. 133) of *Monsbuheia*, crosses the tongue of land between the *Legreidsvand* and the *Ørterenvand*, skirts the S. bank of the latter, and ascends the *Svaanuten* to the *Store Krækjavand*. On the N. bank of this lake lies the tourist-hut of **Krækjahytten** (3900 ft.; ca. 9 hrs. from Jeito), where the night is spent. — The following route (6-7 hrs.) is somewhat shorter. From Tufte we follow the Ustedals-Elv to the *Ustavand* (3340 ft.), cross the lake by boat to *Ørterdalen*, walk to the *Ørterenvand*, cross this lake also, and walk (½ hr.) to the hut. On both routes we enjoy a continual view of the Hallingskarven.

On the second day (10 hrs.) we skirt the Krækjavand, and cross the river of *Krækjastubben*, near an old pitfall for catching reindeer.

We then descend the *Halnebottner* to the *Olafbuvand*, and cross the *Kjelda* to the *Fisketjern-Sæter* and the *Smytte-Sæter*, the first in Hardanger. Beyond this point we cross the *Leira*, which descends from the N., and reach the *Indste-Sæter*, whence the route to *Maursaet* (2445 ft.) and the gaard of *Høl* (p. 62) is unmistakeable. The imposing Hardanger Jøkul is conspicuous during the whole journey. The best quarters are found at the adjacent *Garen*, where those making this tour in the opposite direction engage their guide. A visit to the hill above the Vøringsfos (p. 62) may be made from this point in less than an hour.

2. Route to the Sognefjord (about 85 Kil.; 3 days). This is one of the finest mountain-expeditions in Norway (trying). Beyond the above-mentioned fork we skirt the small and picturesque *Holsfjord* and reach —

4 Kil. (17 Kil. from Sundre) *Neraal* or *Nedreaal*, situated between the *Holsfjord* and the *Høvelfjord*, near which is the old wooden *Church of Hol*, part of which was built 450 years ago. The pulpit is very peculiar. The church of Hol should, if possible, be visited on a Sunday, when many picturesque old-fashioned costumes are still worn by the peasantry. To the W. towers the *Hallingskarven* (p. 86). — A guide must be obtained either at Neraa or Gudbrandsgaard (see below).

At the W. end of the Høvelfjord lies (5 Kil.) the *Gaard Villand*, the ancient seat of the famous and turbulent family of that name (the *Villandsæt*), who had another residence at Tufte ('Villandstufte'), the place mentioned at p. 86. About 5 Kil. above Villand the road turns to the W. and leads past the *Sunddalsfjord* (2550 ft.) to the (5 Kil.) **Gudbrandsgaard** (2625 ft.), to which driving is practicable (good quarters). The sæter-track leads hence to the *Garlid-Sæter* (2935 ft.), and along the *Øvre Strandefjord* (3120 ft.) a lake 14 Kil. in length, on which are several sæters, to the farm of *Svengaardsbotten*, the highest permanently occupied place in Norway. The Hallingskarven remains in sight the greater part of the way.

The actual mountain-pass to the Sogn district, about 17 Kil. in length, begins here. It is probable that the original inhabitants of the Upper Hallingdal crossed the mountains thither from the coast, just as Valders was originally peopled from Lærdal. These valleys therefore belonged to the ancient jurisdiction of the *Gulathingslag* (p. 117). The path passes *Ulevasbotten*, *Vierbotten*, and a third sæter with a herd of reindeer watched by Lapps from Røros. [From this point a sæter-path ascends through the valley of the Vesterdøla to the W.S.W., passing *Gjeteryggen*, and descends through the Moldaadal to the cattle-station of *Hallingskeie* (a long day's walk), whence we may go on to Ose and Ulvik.] Our path then ascends rapidly to the *Skard* ('gap') between the *Ulevasnut* on the E. and the *Sundhellerfjeld* on the W., crosses the *Bolhøvde*,

where the direction is indicated by heaps of stones ('Varder'), and leads to the *Steinbergdal*. The first night had better be spent at the **Øje-Sæter** here (2935 ft.; good quarters). Passing the *Nøset-Sæter* and *Østrebø*, we next descend the formidable pass of the **Næsbøgalder*, partly by a perpendicular ladder, and partly by a path borne by iron rods driven into the rock, to *Gaard Næsbø*. The route then follows the *Næsbødal* (or a short-cut may be taken by the dizzy *Bjøllstig*) to **Gaard Sønnerheim** (second night). — On the third day the path leads in about 5 hrs. down the *Sønnerheimsgalder* and along a rapid stream to the *Vasbygdvand*, the boat for crossing which is found at *Øje* or *Stene*, 1 Kil. before the lake is reached. From *Vasenden* to *Aurland*, on the Sognefjord, is about 6 Kil. more. See p. 111.

13. From Christiania through the Valders to Lærdalsøren on the Sognefjord.

To the N.W. of Christiania lie the three important lakes Krøderen (p. 82), *Randsfjord*, and *Spirillen*, running from N. to S. and nearly parallel with one another. The S. end of each of these lakes is reached from Christiania by railway. The steamer on Lake Krøderen then conveys us to the beginning of the Hallingdal route (R. 12), while the great high-road through the Valders passes near the N. ends of the other two. Of all the routes between Christiania and Bergen (comp. p. 81) that through the Valders, either viâ the Spirillen or the Randsfjord, is the finest in point of scenery and the most comfortable in respect of accommodation. The road by the Spirillen is perhaps preferable to that by the Randsfjord, but between the lake and Frydenlund the station-masters have only a limited number of horses. The most frequented route is that by the Randsfjord. By either of the Valders routes it is possible to reach Lærdalsøren in three days, but it is better to allow four or five.

In the height of the travelling season an early start should always be made in order that the station where the night is to be spent may be reached as early as possible, with a view to secure rooms, or, if necessary, to go on to the next station. Among the pedestrians who traverse the favourite Valders route a considerable number of Norwegian ladies will be observed.

a. Viâ Lake Spirillen to Frydenlund.

238 Kil. (149 Engl. M.). Railway from Christiania to (131 Kil.) *Heen*, express in 4½ hrs. (fares 7 kr., 4 kr. 40 ø.), ordinary train in 6 hrs. (fares 6 kr. 45 ø., 4 kr.). — Steamboat from Heen to (56 Kil.) *Sørum* daily, except Sun., in 5½ hrs. (fares 3 or 2 kr.); or, when the river is low, to *Næs (Granum)* only, in 4½ hrs.; returning from Sørum or Næs on the following morning. Through-tickets to Sørum are sold at Christiania. — Road from Sørum to *Frydenlund* 51 Kil. (from Granum 62; Skyds 17 ø. per kilometre); thence to *Lærdalsøren*, 157 Kil.

Railway to *Heen*, see R. 2. The steamer usually starts about an hour after the arrival of the train, giving time for luncheon

or early dinner at *Dahl's Inn*, or (better) in the house of the captain of the 'Bægna' (order beforehand of railway-guard). There is also a restaurant on board the steamer. It then ascends the *Bægna* or *Aadals-Elv*, with its occasional lake-like expansions. The navigable channel, indicated by wooden buoys *(Bøier)* is somewhat intricate. On the right we soon pass *Hallingby*, a skyds-station, with a pretty church (520 ft.). Higher up the river the stream becomes very rapid, and the engines are required to do their utmost. We next pass the pleasant-looking farm of *Bergsund* on the left. The course of the vessel is often obstructed by floating timber *(Tømmer)*, through which it has to force a passage. The rapid *Kongstrøm*, which intersects an old moraine, is now ascended, and we enter (18 Kil. from Heen) —

***Lake Spirillen** (490 ft.; probably derived from *spira*, 'to flow rapidly'), a beautiful sheet of water, 15 Engl. M. in length, surpassing the Randsfjord in picturesqueness. The banks are well cultivated at places, and at others mountainous and severe. To the left, as we enter the lake, rises the *Høgfjeld* (3240 ft.). The principal place on the W. bank is *Viker* or *Aadalen*, with a church, about 8 Kil. to the W. of which is the *Gyranfisen* (3540 ft.). Opposite, on the E. bank, lies *Enger*, a picturesque gaard and posting-station. After passing the *Ramberg* (1680 ft.; left), the steamer comes in sight of —

Næs, or *Næsmoen*, at the head of the lake, with its church and wild mountain-background.

To the W. of Næs is the entrance to the *Hedal* or valley of the *Urulen-Elv*, through which a rough road ascends to (25 Kil.) *Ildjarnstad*, with an interesting timber-built church. According to tradition the whole population of this valley died of the plague in 1349-50 (*'den store Mandedød'*, *'Dauden'*, or *'den sorte Død'*). When the church was afterwards discovered by a hunter, he found a bear installed by the altar, in proof of which a bear's skin is still shown. Similar traditions also exist with regard to other places in Norway and Denmark. — From Ildjarnstad a road crosses the hill to *Dokken* (p. 90).

When the river above Næs is too low to be navigable, the steamer does not go beyond this point, in which case the traveller crosses the bridge to the (10 min.) skyds-station **Granum** (good quarters), where the night is spent. [The traveller may also drive the same evening to Dokken or even to Storsveen.]

In continuing the journey from Næs by road, we first drive through a somewhat monotonous forest. On the left rises the precipitous *Bjørnbratbjerg*, and farther on, beyond the forest, are the farms of *Haraldshougen*, which command a fine view of the valley. On the right towers the imposing *Valdershorn*, and on the left the *Sørumfjeld*. We now cross the boundary between the districts *(Fogderier)* of Buskerudsamt and Christiansamt. The mutilated birches here have been stripped of their foliage to provide fodder for the cattle. *Strømmen* is prettily situated on the right.

11 Kil. (from Næs) **Sørum** (skyds-station and good quarters), a

prettily situated gaard with a steamboat-pier, 56 Kil. from Heen, is the terminus of the steamboat-route. To the right lies *Gaarden Hougsrud*, one of the largest farms in Valders. Farther on, to the left, is the *Tolleifsrudkirke*, where our road is joined by that from Ildjarnstad in the *Øvre* Hedal (p. 89). We now reach *Dokken i Søndre Aurdal*. To the left diverges the old road, now a sætertrack only, to the Hedal (see p. 89); and on the same side of the road we afterwards pass the huge rocky precipice of *Morkollen*. From the left, farther on, descends the *Muggedals-Elv*. Scenery picturesque and pleasing, particularly in the neighbourhood of the *Søndre*, *Midt*, and *Nordre-Garthus* farms.

23 Kil. **Storsveen** (good quarters). To the left, farther on, rises the *Thronhusfjeld*, and on the right the *Fonhusfjeld*. We then cross the *Høleraa*. The road now follows the W. (right) bank, and skirts the *Svartvikfjeld*, with its overhanging rocks and 'giant cauldrons' (hollows formed by the action of water). The *Soleiblomst* or *Smørblomst* (a kind of ranunculus) is frequently seen by the wayside. We now reach the large basin of *Bang i Søndre Aurdal*, with its numerous farms, its church, and parsonage, all on the opposite bank of the river. A good road, passing *Kræmmermoen* (good quarters at Christensen's), leads hence to *Gravdal* and (11 Kil.) *Sveen* (see p. 92).

12 Kil. *Fjetdheim* (good quarters), close beside the beautiful *Storebrufos*, formed by the Bægna.

On the left, farther on, rises the pointed *Hullekolle*, at the base of which is *Reinlid*, with its ancient *Stavekirke* (p. 22), the road to which diverges to the left near the Bægna bridge (1 hr.). Our road crosses the bridge and turns to the left, entering the upper region of the valley of the Bægna, while the road to the right leads to Kræmmermoen, Bang, and Sveen. Fine mountain-scenery. The road soon quits the valley and ascends the *Jukamsklev* in long windings, whence we obtain a striking view of the rapid river below. — Beyond *Hengen* we obtain a noble *View of the snow-mountains of Jotunheim bounding the valley of Østre Slidre, the Kalvaahøgda, the Thorfinstinder, and the other mountains near Lake Bygdin (p. 137). On the right we observe the road which crosses the wooded *Tonsaas* to Gravdal (p. 90). The road then descends to *Gaarden Motet*. Over the door of the gaard are the quaint verses —

'Stat her mit Huus i Fred
For hveert Misundheds Øye,
Thi den misundte Jord
Den lær sig ogsaa pløye.'

'Her æder jeg mit Brød,
Her frygter jeg min Gud;
Velsignet er hver den
Som her gaar in og ud.'

[May my house stand here in peace from every eye of envy; (but I care not) for the envied earth can equally well be ploughed. Here I eat my bread and fear my God. Blessed be every one that passes in and out.]

The scenery beyond this point is less interesting. The road runs chiefly through wood, and again ascends, soon uniting with

the road from Gjøvik and Odnæs, which descends from the Tonsaas on the right.

16 Kil. **Frydenlund** (**Station;* see p. 93) lies on the old road, to the left of the new.

b. Viâ the Randsfjord to Odnæs and thence by carriage to Lærdalsøren.

446 Kil. (277 Engl. M.). Railway from Christiania to (142 Kil.) *Randsfjord* in 4¾ hrs. (fares 7 kr. 40, 4 kr. 60 ø.). Steamboat ('Harald Haarfager' and 'Oscar II.') from Randsfjord to (72 Kil.) *Odnæs* once or twice daily (corresponding with the early train from Christiania) in 5-5½ hrs.; returning from Odnæs in the morning, in time for the second train to Christiania (fares 4 kr., 2 kr. 80 ø.). Road from Odnæs to (232 Kil.) *Lærdalsøren*, with fast stations. The charge for a carriole and horse for one pers. is 17 ø. per Kil., stolkjærre and horse for 2 pers. 25 ø. per Kil., with a gratuity of 15 ø. per station. For the whole distance a carriole costs about 45, a carriage for 2 pers. about 65 kr.

The so-called 'Diligence', which plys daily between Odnæs and Lærdalsøren, consists of one or more carriages, each drawn by two or three horses, and with seats for 4-5 passengers. For times of departure and arrival, night-quarters, etc., see the 'Communicationer' under III, B. The fare for one person is 34 kr. Each passenger is allowed 40 lbs. of luggage. Seats may be engaged a fortnight in advance by writing to *Capt. Heinemann* at Randsfjord or to *Hôtelier Lindstrøm*, at Lærdalsøren, and at the same time prepaying the fare. In the height of the travelling season the diligences are often full, and the small inns where they stop for dinner or put up for the night are of course crowded. A party of 2-4 persons can engage all the seats in one vehicle for the whole journey (in which case the driver may be induced slightly to modify the usual time-table). The advantages of the diligence, besides the trifling pecuniary saving, are its expedition and the fact that meals and beds are kept in readiness for the passengers. These, however, are more than counterbalanced by the loss of independence and diminution of comfort.

The pleasantest way of driving from Odnæs to Lærdalsøren is to hire a Private Carriage. A carriage-and-pair with a hood ('Caleschvogn') for 2-3 pers. costs 110-130 kr., with a gratuity of 4-6 kr. [Natives are said to secure a carriage for this trip for 70 kr. or even less, so the traveller may try his hand at a bargain.] Travellers pressed for time are cautioned against engaging horses for the whole distance, in which case 60 Kil. only can be accomplished each day. Speed and comfort are best combined by hiring a carriage or a 'Trille' (a four-wheeled carriage without a hood) and a driver for the whole journey, stipulating for a change of horses at each station. The arrangements with the driver, who is generally apt to be somewhat independent, should be made very carefully, especially as to the hours of starting and arrival, the stations for halting for dinner, and the change of horses.

As almost all the stations are fairly good, the traveller may divide his journey in any way he pleases, but he should avoid those stations where diligence-passengers spend the night. With skyds about 6-7 Kil. can be accomplished per hr., or about 80 Kil. per day in summer, when the days are long. The nights are usually spent at *Fagerlund* and *Nystuen* or at *Frydenlund* and *Skogstad*. In midsummer it is possible to perform the journey in 2 days, as the steamer arrives at 7 p.m. and twilight lasts till 11 p.m. In this case the night is passed at *Tomlevolden* or *Sveen*. In any case the private traveller should avoid the night-quarters of the diligence (see above).

The Scenery is beautiful almost the whole way from Christiania to Lærdalsøren, and at places exceedingly picturesque and striking. The finest part of the route, which will even reward the pedestrian, is from Frydenlund to Husum (140 Kil. or 87 Engl. M.).

Railway from Christiania to (142 Kil.) *Randsfjord*, see R. 2.

Randsfjord Station (*Inn, D. 2 kr.) lies on the left bank of the *Rands-Elv*, near its efflux from the Randsfjord. A bridge crosses the broad river to *Kokkerstuen* or *Hadelands Glasværk*, in the district of *Hadeland*.

The **Randsfjord** (steamboat-pier near the station), a lake 440 ft. above the sea-level, 44 Engl. M. in length, and $^3/_4$-$2^1/_2$ M. only in width, is the longest in S. Norway. It is bounded on the E. by the well-cultivated and populous district of *Hadeland*, and on the W. and N. by the districts of *Valders* and *Land*. The banks, rising gradually to a height of 2000 ft., and well cultivated at places, are somewhat monotonous and uninteresting, though well-wooded at the top. The lake is generally so narrow as to resemble a broad river. The steamer (see above; good restaurant on board) performs the trip to *Odnæs* in 5-$5^1/_2$ hrs., stopping at ten stations on the way. By the church of *Fluberg*, on the right, near the N. end of the lake, are a number of fine weeping birches.

Odnæs (**Hotel*), situated to the left of the road, at the N. end of the Randsfjord, and 10 minutes' walk from the steamboat-pier. To the N. of Odnæs, on the high-road from Lake Mjøsen (diligence daily to Gjøvik; see p. 117), lies —

3 Kil. *Framnæs* (*Station; carriages at the pier). Travellers spending the night here or at Odnæs are recommended to leave very early next morning in order to get the start of the usual morning stream of tourists, and they should also avoid spending the night at the same places as the diligence. — Beyond Framnæs the road ascends on the N. bank of the *Etna-Elv*, which falls into the Randsfjord, and crosses the *Dokka*, an affluent descending from the right. The scenery, though enlivened with thriving farm-houses and beautiful birches, is somewhat tame here.

14 Kil. *Tomlevolden* (*Station, good and reasonable; landlord speaks English) is situated in the district of *Nordre Land*. The station is a good specimen of a substantial Norwegian farm-house, with its 'Stabbur' (storehouse, usually provided with a bell) and other roomy outbuildings, almost entirely constructed of timber. — About 7 Kil. from Tomlevolden the road crosses the Etna-Elv by a bridge which affords a fine view of the Etnadal, and begins to ascend the *Tonsaas* (2300 ft.), a wooded hill with a level plateau on the summit (as is so frequently the case with the Norwegian mountains), which separates the valleys of the Etna and the Bægna (p. 89). A little beyond the bridge we cross the boundary between Hadeland (p. 89) and *Valders*.

17 Kil. (pay for 18) *Sveen* (*Station) is beautifully situated on the N.E. side of the Tonsaas. The road now ascends through fine forest-scenery, affording several picturesque views of wooded ravines, to **Gravdal** (1970 ft.; *Tonsaasen's Sanatorium*, a hydropathic, hotel, and pension, 115-170 kr. per month, for passing tra-

vellers $4^1/_2$-$6^1/_2$ kr. per day; post and telegraph station, with telephone to Frydenlund and Fagernæs), 3 Kil. above Sveen, which attracts many visitors in summer for the sake of the fine forest-walks and beautiful views in the vicinity. A little to the W. lies the *Hotel & Pension Breidablik.* [A road diverging here to the left crosses part of the Tonsaas and leads to the church of *Bang*, on the Bægna, p. 90.]

A little higher up we reach the wooded plateau on the summit of the Tonsaas and pass two swampy lakes (a raft on one of which serves as a ferry-boat). To the N. we obtain a fine view of *Bruflat* in the Etnadal. The road now gradually descends, and where it issues from the forest commands an imposing *View of the beautiful and partially wooded valley of Valders, with the Strandefjord running through it, and the snow-capped Jotunheim Mountains, Galdebergstind, and Thorfinstinder in the background (see R. 17). The road soon reaches the *Bægnadal*, where it is joined by the Spirillen road (p. 88), and, a little farther on, —

18 Kil. (pay for 23) **Frydenlund** *i Nordre Aurdal (*Station*, unpretending; *Hôtet Sofietund)*, a large village beautifully situated on the old road, to the left of, and 20 paces below the new. The Foged, or chief administrative official, the Sorenskriver, or local judge, and the Lensmand, or chief constable, reside here. In the vicinity is the church of *Aurdal.*

Beyond Frydenlund the road, which is nearly level, runs high above the Bægna, partly through wood, and partly through cultivated land, and soon reaches the *Aurdalsfjord*, with its numerous islands, one of the series of long lakes from which the Bægna issues. On its S. (right) bank, 6 Kil. from Frydenlund, lies *Pension Hove* (70 kr. per month). Another fine view is obtained at *Onstad.* The road then passes the *District Prison.* On the other side of the broad valley is the *Aabergsbygd*, watered by the *Aabergs-Elv*, which forms the *Kvannefos.* To the right, farther on, is a fine waterfall, called *Fosbraaten*, and to the left is heard the roar of the *Vaslefos*, a picturesque waterfall of the Bægna, which may be visited from Fagernæs. We now reach the beautiful **Strandefjord** (1170 ft.), a narrow lake 13 Engl. M. in length, and soon stop at —

13 Kil. **Fagernæs** *i Nordre Aurdal* (**Hôtel Fagernæs*, the landlord speaks English), situated on the N. bank of the lake, and at the mouth of the *Næs-Elv*, descending from Østre Slidre. A few paces farther on is the **Hôtet Fagerlund* (1245 ft.; R. 1 kr. 20, D. 1 kr. 80 ø.; postal and telephone station). This is a charming spot for a stay of some duration, affording attractions to artists and sportsmen alike, and the two names just mentioned ('fair promontory' and 'fair grove' respectively) are by no means inappropriate. The lake and neighbouring streams afford good trout-fishing, and wild-duck shooting is also obtainable. As, however, this is a favourite

starting-place for an excursion to the *Jotunheim Mts.* (p. 138), the route to which diverges here, the inns are often full in the height of summer. Skyds may be obtained at both hotels.

The road crosses the *Næs-Elv*, which forms some picturesque cataracts about 100 yds. above the bridge, and follows the bank of the Strandefjord, passing the churches of *Svennæs* and *Ulnæs*. To the S., on the opposite side of the valley, is seen the *Vasset-Elv*, which descends from the *Syndin Lakes*. To the W. opens a grand *View of the snow-mountains on the Vangsmjøsen, from the Vednisfjeld to the Mugnatind; more to the right are the Thorfinstinder, Kalvaahøgda, and Synshorn. Near Ulnæs-Kirke and at *Gaarden Fosseim*, beyond it, on the opposite bank, the lake is crossed by bridges, the part of it between them being called the *Graneimfjord*. Mountain-passes from Ulnæs and Fosseim to the *Hallingdal*, see p. 84.

The road now gradually ascends the hill to —

15 Kil. **Fosheim** (*Hotel*, new), near which is the *Church of Røen* with its old *Klockstøpel* (tower); in the vicinity are numerous farms. About 10 Kil. beyond Fosheim we reach the beautifully situated church of **Vestre Slidre** (1255 ft.), which commands a fine view of the lake. Near this church a road diverges to the right, crossing the *Slidreaas* to (19 Kil.) *Rogne* in *Østre Slidre* (p. 136).

A little before reaching the top of the hill which this road ascends, about 8-9 Kil. from the church, the traveller may diverge by a path to the right, leading in 25 min. to the **Hvidhøfd* ('white head'), an eminence which commands a striking view of the valleys of Vestre and Østre Slidre, the Bitihorn, and the snow-mountains to the N. of Lake Bygdin and the Vinstervand. A few hundred paces to the W. of this point rises the **Kvalehøgda*, where an admirable survey of the whole of the Bygdin range, the Vangsmjøsen, and the Hallingdal mountains to the S. is enjoyed.

A few hundred paces beyond the church of Vestre Slidre a gate and private road on the right lead in 5 min. to **Ølken** (**Hotel and Pension*, 3½ kr. per day), a farm-house converted into an inn, beautifully situated on the hill about 300 ft. above the lake. As this house is a favourite summer-resort and attracts a considerable number of invalids and others, it is generally quite full in the height of the season. The 'Distriktslæge', or physician of the district, lives on the high-road near Ølken. Horses and carriages may be had here. *Einang's Hotel*, at *Votden*, and the *Pension Husaker* are also favourite resorts. The ascent of the *Hvidhøfd* and *Kvatehøgda*, mentioned above, is recommended (3 hrs. there and back).

The scenery continues to be very attractive. In traversing the heights of *Kvate* we obtain a magnificent view of the *Slidrefjord* (1195 ft.), as the upper part of the Strandefjord is often called, with the mountains to the W. — Farther on we pass the church of *Lomen*. (Beyond this point the route is given on the *Map*, p. 132.)

10 Kil. **Løken** (**Station*, charges rather high, English spoken),

beautifully situated at the W. end of the Slidrefjord. The road traverses wood the greater part of the way to the next station, ascending the left bank of the Bægna, which, a short distance beyond Løken, forms a fine fall called the *Lofos*, and finally crosses the Bægna to the *Vangsnæs Hotel*.

15 Kil. *Øilo* (1475 ft.; *Station, civil landlady) is a favourite resort of artists. The situation of the place presents little attraction, but it lies close to the ***Vangsmjøsen** (1535 ft.), a magnificent lake, about 19 Kil. in length. The road follows the S. bank of the lake to *Gaarden Kvam*, near which it is carried past the **Kvamsklev** ('ravine cliff') by means of a gallery hewn in the face of the *Hugakolle*. In spring and autumn the safety of travellers is sometimes endangered here by the falling of masses of rock. At the most hazardous point the road is protected by a roof. This is the most striking point on the whole of the Valders route, and commands a noble survey of the imposing lake and the mountains enclosing it. On the right rises the *Vednisfjeld*, on the left the *Grindefjeld* (see below), and opposite us the *Skjoldfjeld*. To the N. is the *Drøsjafos*. A little farther on, to the left of the road, is *Tune i Vang*.

10 Kil. **Grindaheim** (**Vang Hotel*, clean and reasonable; the landlord, *Ole For*, speaks English; *Hôtel Fagerli*, new), beautifully situated on the bank of the Vangsmjøsen. Just before reaching the station we pass the *Church of Vang*, which replaces the old *Stavekirke* ('timber church'), purchased by Frederick William IV. of Prussia in 1844 for 320 kr. and removed to the Giant Mts. in Silesia. A stone in front of the church bears the Runic inscription: '*Gosa sunir ristu stin thissi aftir Gunar*' ('the sons of Gosa erected this stone to the memory of Gunar'). To the S. rises the huge *Grindefjeld* (5605 ft.), which may be ascended hence in 4 hrs. — The road continues to skirt the lake, passing the church of *Øye*, near which is the beautiful *Etvtunfos*. Opposite to us rises the imposing N. bank of the lake, on which tower the conspicuous *Skodshorn* (similar phenomenon to that seen on the Lysefjord, p. 46) and the *Skyrifjeld*.

From Øye a mountain-path, passing to the S. of the *Kvamenæs* (3900 ft.) and the *Borrenæs* (4870 ft.), which latter may be ascended from the route, and skirting the *Utrovand*, leads to *Nystuen* on the Fillefjeld (see p. 95) in half-a-day.

The road now ascends from the Vangsmjøsen to the small *Strandefjord* (1605 ft.), which it skirts (not to be confounded with the Strandefjord lower down, p. 93). At the end of it is *Kasa*.

From Kasa a path leads to the *Jonskard-Sæters* (4120 ft.) and thence to the N.W., passing the *Fagersætnæs* (5475 ft.) on the right, to the *Øiangensjø* and *Steinbodsjø*, and through the *Gjetmundsdal* to *Lake Tyin* (*Trindehoug*, p. 139); in all a good day's walk (guide 4 kr.).

Beyond the Strandefjord the scenery assumes a more mountainous character, and a few farms are now seen on the sunny (N.) side of the valley only.

19 Kil. **Skogstad** (1885 ft.; a fair station, the landlady speaks English), a few min. to the right of the road, on the other side of the stream, is a good starting-point for a visit to *Jotunheim* (R. 17). From this point to the next station there is a steep ascent of nearly 1400 ft., and the road is unpleasantly hilly at places, especially to persons descending. The scenery now loses its grand mountainous character.

By making a slight digression from the high-road at Skogstad (about 3 hrs.; guide necessary) a magnificent *View may be obtained. The path passes the farms of *Opdal*, *Elbjørg*, and *Flaten* on the S. slope of the hill, and crosses the *Horntind* (ca. 4625 ft.; panorama in the year-book of the Norwegian Tourist Club for 1884), and descends to the S. to the *Opdalstøle* or to the *Hagesæt-Sæter* in the valley of the *Bjørdøla*. We cross this stream and proceed to the S. to the high-road to Nystuen. The top of the hill commands a very striking survey of the Tyin Lake and the mountains of the Koldedal and Melkedal, with several considerable glaciers.

11 Kil. (pay for 17) **Nystuen** (3250 ft.; **Station*, often crowded in the height of summer, moderate charges), which resembles on a small scale some of the large Alpine hospices, stands on the barren *Fillefjeld*, above the *Utrovand* (3235 ft.). To the N. rises the *Stugunøs* (see below), to the E. the *Borrenøs* (4870 ft.). The landscape presents the desolate and somewhat monotonous character possessed by most of the higher Norwegian mountains. The gaard, an unpretending group of buildings, is partly supported by government as a '*Fjeldstue*', or mountain refuge (comp. p. 207), and is chiefly important in winter, when travellers have frequently been rescued from danger by the bravery of its inmates. (*Knud Nystuen*, the father of the present landlord, was presented with the Norwegian silver medal 'for Borgerdaad', *i.e.* for an act of heroism.) As the most violent winds blow from W. to E., all the buildings are erected with their narrower sides to the W., in order to present the smallest possible surface to the storms. — Route to *Jotunheim*, see p. 138.

The *Stugunøs (4825 ft.) may be ascended from Nystuen in 3 hrs. (there and back) by following the brook to the W. of the station and then going eastwards. Or the ascent may be made from Nystuen direct (somewhat steep). In either case a guide is unnecessary. The summit commands an uninterrupted survey of the Jotunheim range, from the Horunger on the W. to the Sletmarkhø on the E. — To the S. of Nystuen rises the **Suletind** (5805 ft.), an imposing mountain-top, 8 Kil. distant. On this mountain Lapps may sometimes be seen tending a herd of several hundred reindeer. The excursion thither from Nystuen and back takes 5-6 hrs., presenting no difficulty; or the ascent may be combined with the journey to *Maristuen* by leaving the high-road at the *Kirkestøl*, a sæter a little beyond Nystuen, and following the old road *(den gamle Vei)* to the S. Before Kirkestøl the traveller requires to ford at about knee-deep the rapid brook.

From Nystuen to Aardal (12-13 hrs.; guide desirable). The bridle-path, which is very rough and fatiguing at places, ascends, gradually at first, leading between two small lakes, to the watershed of the *Fillefjeld* (4½-5 hrs.), which commands a magnificent view of Jotunheim, the Suletind, the Jostedalsbræ, and other mountains and glaciers. In descending towards the N. we pass the *Sletterust*, a fisherman's hut to the W. of the *Torholmenvand*, from which the *Aardøla* issues. (From Sletterust to

Breikvam and Eidsbugarden, see p. 102.) We then des end the sæter-track along the Aardøla to *Moen*, whence we row in 2½-3 hrs. to *Aardal* (see pp. 101, 102).

The road from Nystuen to Maristuen reaches its highest point (3294 ft.) a little beyond the former, and descends the monotonous *Smeddal*, a mountain-basin without pretension to grandeur. The old road led over the shoulder of the *Suletind* (p. 96) and then descended steeply to Maristuen. Farther on we pass the *Grønlidsæter* and the marble *Støtte*, or column, which marks the boundary between the Østenfjeldske Norge and the Vestenfjeldske Norge, and also between the Christiania Stift and that of Bergen. The road then skirts the uninteresting *Fillefjeldvand* or *Upper Smeddalsvand* and the *Smeddalsvand* (3085 ft.). Opposite to us rises the *Sadel-Fjeld.* We then ascend to the *Brusesæter* (3240 ft.), and descend thence, partly through birch-plantations, with the foaming Læra below us on the right, to —

17 Kil. (pay for 22 in the reverse direction) **Maristuen** (2635 ft.; **Hotel & Sanatorium*), the second '*Fjeldstue*' on the Fillefjeld, originally founded by the clergy as a hospice in 1300. Notwithstanding the height of its situation, the air will be found perceptibly warmer than at Nystuen, as it not only lies lower, but is influenced by the more genial climate of the W. coast. The scenery, too, though still wild, is far richer and more pleasing than at Nystuen. Between this point and Hæg the road descends 1150 ft., and the valley soon becomes more attractive. At the *Bridge* of *Børlaug*, 2 Kil. above Hæg, the Valders and Hallingdal routes unite (see p. 81). We soon stop at —

11 Kil. **Hæg** (1480 ft.; *Hotel*, new), where the grandest scenery of the ***Lærdal**, one of the most superb valleys in Norway, begins. The road follows the valley the whole way to Lærdalsøren. The finest parts of this most picturesque route are the ravine between the church of Borgund and Husum, and the rock and river scenery between Husum and Gaard Sæltun. Between Hæg and Borgund the road is nearly level, traversing a basin which was once filled with a lake. At the S. end of this basin, about 10 Kil. from Hæg, rises the **Vindhelle**, a huge rocky barrier, through which the Læra has forced a passage. The new road, completed in 1872, leads through this ravine, at a considerable height above the wild and foaming river. At various periods no fewer than four different old roads, still traceable, once traversed the Vindhelle itself.

On the right, just before the road descends into the ravine, stand the new *Hôtel Kirkevold* (good cuisine) and the extremely interesting ***Church of Borgund**, with its old *Klockstøpul* or belfry, partly restored in the 17th century. (The Skydsgut will procure the key; fee 40 ø. for 1 or 2 pers. and 25 ø. more for each additional pers.) This extraordinary, fantastic-looking '*Stavekirke*', the best-preserved church of the kind in Norway, is believed to date from the 12th cent., but is now disused, service being held in the *New*

Church adjoining. It is now the property of the Antiquarian Society of Christiania. Every part of it is curious and interesting: the external passages, the numerous gables, the shingle-covered roofs and walls, surmounted with dragons' heads, the lofty portal, the elaborate ornamentation consisting of two entwined snakes, and the almost quite dark and windowless interior. On the W. door are the Runic inscriptions —

Thorir raist runar thissar than Olau misso.
(Thorer wrote these lines on St. Olaf's fair.)
Thittai kirkia a kirkiuvelli.
(This church in the church-ground.)

The church is described in the 'Turistbref från en Resa i Norge' by *Finn* (Stockholm, 1876; pp. 93 *et seq.*), in 'Fahrten durch Norwegen' by *Hartung & Dulk* (Stuttgart, 1877; pp. 232 *et seq.*), and in several English works on Norway. Comp. the description of the similar church of Hitterdal, given at p. 22.

The traveller is recommended to follow the old road from Borgund Church to Husum, a walk of $^1/_2$ hr., while his carriole takes fully as long to descend the ravine by the circuitous new road; but before doing so, he should visit the entrance to the ravine, where the wild and imposing scenery is enhanced by a fine waterfall *(Svartegelfos)*. The high-road descends thence in windings through the picturesque ravine. Immediately above Husum is another picturesque waterfall of the Lærdals-Elv *(Holgruten)*. — The route now enters the district contained in the *Map* at p. 100.

13 Kil. **Husum** (1070 ft.; picturesque *Hotel*, well spoken of), being the central point of the finest scenery of the valley, is a good starting-point for excursions. Farther on lies another tolerably level basin, once likewise the bed of a lake, with the *Øigaard*, *Kvama*, *Hougen*, and other farms. Immediately beyond it the road enters another grand ravine, which the old road avoided by traversing the dangerous **Galder** ('cliffs', 'steep slopes') to the right. The new road crosses the river and skirts the overhanging rocks close to its bank, where the water has worn a number of more or less perfect '*Jættegryder*', or 'giant cauldrons', showing distinctly how much higher the level of the torrent must once have been. At one point, not far below Husum, the old bed of the stream has even been utilised for the passage of the road, for which part of a 'giant cauldron' has also been hewn away, while the torrent now thunders along 100 ft. below. On the N. side of the ravine are *Gaarden Galderne* and the *Store Soknefos*, a strange spot for human habitations. — As soon as the ravine expands we come in sight of *Gaarden Sæltun*, situated on the huge deposits *(Skred)* of a mountain-torrent. The valley is still confined between lofty and precipitous rocks. The road crosses the Lærdals-Elv and follows its right bank; it then intersects the deposits of the *Jutul-Elv* and traverses a broader part of the valley, from which the *Opdal*, closed by the

snow-clad *Aaken* or *Okken* (5685 ft.; magnificent view; guide in Husum), diverges. Several extensive moraine-deposits are passed on this part of the route.

15 Kil. *Blaaflaten* (Hotel, new) lies a little to the left of the road, which is tolerably level for the rest of the way. The valley is still enclosed by lofty mountains, but the scenery is now comparatively uninteresting. Beyond the *Bofos*, a waterfall on the left, the road crosses the river and passes the church of *Tønjum*. By the farms of *Æri* the valley suddenly trends towards the N., and we now obtain another view of the Aaken, with its peculiar ridge resembling that of the Gausta in Telemarken. The floor of the valley is well cultivated at places and sprinkled with farms, but the mountains are bare and rocky. The traces of numerous landslips and avalanches *(Skred)* are observable here. The valley finally turns towards the W., and we now pass on the right, near *Øie*, the picturesque *Stønjumsfos*, which descends in two falls from the *Veta-Aas* and *Høgan-Aas*.

11 Kil. **Lærdalsøren.** — **Hotels.** *Lindstrøm's Hotel and Station, two houses, with 80 beds; R. from 1½ kr., D. 1 kr.-1 kr. 60, S. 1½ kr.; *Lærdalsørens Hotel, kept by *Knud Forthun*, R. 1 kr. 20 ø., B. 1 kr. English spoken at both hotels. Accommodation may also be obtained at the Villa Thingvolden, abont 3½ Engl. M. from Lærdalsøren.

Lærdalsøren is a 'fast' skyds-station both for horses and boats. — *Telegraph Station.* — *English Church Service* at Lindstrøm's Hotel in summer.

Lærdalsøren, generally shortened to *Lærdal*, the 'alluvial plain of the Lærdal river', lies on the small *Lærdalsfjord* and on the broad, level, and somewhat marshy plain at the mouth of the *Læra*, shut in by rocky and barren mountains. The view is very limited. To the E., at the head of the *Oftedal*, rises the *Haugnaase* (5250 ft.), and to the W. is the *Freibottenfjeld*. The village, which boasts of a handsome new timber-built church, and a few tolerable shops, a physician, and a chemist, is a poor place with 800 inhab., deriving its sole importance from the fact that it forms the principal avenue of approach on the land side to the Sognefjord (see pp. 100, 112). The steamboat pier is nearly 2 Kil. from the station (carriole 40-50 ø. for each person, with luggage 60 ø.). A pleasant walk may be taken along the bank of the fjord to (¼ hr.) the winter-pier, used when the fjord is frozen, and on to *Haugene* in the *Eierdal*.

14. The Sognefjord.

Comp. the Maps p. 100 (the inner Sognefjord) *and p. 108* (the middle Sognefjord), *which join at the dotted line on the right (eastern) side of the latter.*

Steamboats. Although small boats are procurable at all the stations (fare 21, 31, 41 ø. per Kil. for 2, 3, or 4 rowers), travellers are cautioned against engaging them for long distances, as their speed is usually slow, and the stations are very far apart. In making use of the steamers a careful consultation of '*Norges Communicationer*' (under the heading 'Nordre Bergenhus Amts Dampskibe' No. 252) is absolutely necessary, as several

interesting points in the ramifications of the fjord are only called at two or three times a week. The steamers are all well fitted up and have good restaurants on board (which provide wine and beer, but no spirituous liquors), but the sleeping accommodation is limited. If a night or part of a night has to be spent on board, the traveller should lose no time in securing a sofa or berth. The cabin fare is 40, the steerage 25, and the deck 15 ø. per sea-mile (4 Engl. M.). The usual charge for a substantial breakfast with coffee is 1½-2, for dinner 2, and for supper 1-1½ kr. (fee discretionary, according to length of voyage). Comp. Introd. III.

The ***Sognefjord** (from the old word '*Sogne*', signifying a narrow arm of the sea), the longest of all the Norwegian fjords, being 180 Kil. (112 Engl. M.) long from Sognefest to Skjolden, and averaging 6 Kil. (4 Engl. M.) in width, forms one of the most important highways of traffic in Western Norway, and also one of the most convenient avenues to some of the grandest and wildest scenery in the country. At places it is nearly 4000 ft. deep. Like all the Norwegian fjords, it is unattractive at its entrance, where the rocks have been worn away, partly by the action of the waves, and partly by that of the enormous glaciers with which the whole country was once covered. The scenery gradually improves as the traveller proceeds from W. to E., until the fjord at length terminates in a number of long and narrow arms bounded by lofty mountains rising at places to a height of 5000 ft., from which numerous waterfalls precipitate themselves into the depths below. At the upper extremities of the N. ramifications of the fjord lie huge glaciers descending from the snow-mountains, including the *Jostedalsbræ* ('Bræ' signifying glacier), probably the largest glacier in Europe (350 sq. M.). In other parts of the fjord again the banks present a smiling and genial character, being fringed with luxuriant orchards and waving corn-fields, and studded with pleasant-looking dwellings. At some points indeed (as at Balholm, Sogndal, Amble, and Skjolden) the scenery of the fjord is not unworthy of comparison with that of the Lake of Lucerne, or even with that of the lakes of N. Italy. In the majestic grandeur of its mountains and glaciers, the Sognefjord far surpasses the Hardanger, but its general character is severe and at places desolate and monotonous, while the waterfalls, as well as the softer scenery, of its southern rival unquestionably carry off the palm. — Up to the point where the great ramifications of the Sognefjord begin, the climate is the same as that of the W. coast, being rainy and mild in winter and usually damp and cool in summer; but the seasons in its long and narrow arms are more similar to those prevalent in inland European countries. In winter a considerable part of these arms is usually frozen over, and although the ice is detached from the shore at its margins, being raised a couple of feet or more twice daily by the tide, it serves as a busy highway for sledge traffic. On these occasions the steamers ply to the margin of the ice.

The *Inhabitants (Sogninger)* of the banks of the fjord, which,

Haugenaase
Tvärbrä
Bergsäterbrä
Bergsäter
Marteidalsnaase
Habarsbrä
Kvanneskred
Kvæ-
koven
Graanaase
Spörteg brä
Jostedal
Röjkedalsbrä
Tunsbergdalsbrä
Vasdalsbrä
Vangsen
Buskred
Ormberg
Vigdal
Fivtenaase
Dale
Gaupne
Nas
Sörhjems Fj.
Kupefj.
Feigumsdal
Rivenaase
Grubefeld
Larssokfj.
Skurvense
Langedal
Fortun
Fuglesteg
Skagastöl
Dyrhaugs Td.
Horun
Austabot Td.
Lyster Fjord
Joranger
Fet
Molden
Hafslo
Hafslo V.
Solvorn
Urnäs
Kinserdkamp
Ingeborgfj.
Björneholten
Blaaberg
Aardal
Haugmalen
Sogndal
Kaupanger
Aardals Fj.
Bodlenakken
Brandhovd
Barmolnaase
Höganaase
Sogne Fjord
Lärdals Fj.
Lärdalsören
Lemegen
Blejan
Storhoug Fj.
Frejbottenfj.
Tonjum
Graanaase
Vindhellen
Borgund
Skvettebot Höjden
Kraakebotn
St. Graanaase
Sletteff.
Hestebrä
Nigardsbrä

1: 500.000

with the adjoining country, are all embraced in the name of '*Sogn*', appear to belong to two distinct races, those in the W. parts possessing the placid Norwegian character, while those of the E. parts are remarkable for their vivacity, which shows itself in their hurried and almost incoherent mode of speaking. All, however, will be found uniformly obliging and hospitable to travellers.

a. Aardalsfjord. Vettisfos.

STEAMBOAT from *Lærdalsøren* to *Aardal* twice weekly in 2 hrs. (comp. the 'Communicationer', No. 252, A 3). — To Marifjæren, see pp. 103, 104.

Lærdalsøren, see p. 99. The scenery of the Lærdalsfjord is comparatively uninteresting. To the left rises the *Glipsfjeld*, on the W. side of which opens the *Vindedal*. To the right is the *Vetanaase*, with the promontory of *Fodnæs*, round which the steamer steers. Farther on a fine view is obtained to the left of the *Lysterfjord* (p. 103), with the Haugmælen; in the background the Jostedalsbræ (p. 105). To the S.W. towers the Blejan (p. 109).

The steamer now enters the **Aardalsfjord**, the scenery of which is also somewhat monotonous at first. On the barren and rocky N. bank rises first the *Bodtenakken* (3075 ft.) and then the *Brændhovd*, between which lie the *Ytre* and *Indre Oferdal*. On the wooded S. bank is the station of *Nadviken* or *Vikedal*. The *Sæheimsdal* now opens to the N., and a little later the imposing amphitheatre of mountains around —

Aardal or *Aardalstangen* (**Jens Klingenberg's Inn*, to the right of the bridge), a small village situated upon an old coast-line, now considerably elevated above the fjord. Opposite rises the snow-clad *Slettefjeld* or *Middagshaugen* (4435 ft.). Aardal is the starting-point for a visit to the beautiful Vettisfos (1/2-1 day; p. 102), for a mountain-walk to Nystuen (1-1 1/2 day; p. 96), and for a *Tour round the Horunger to Skjolden (4 days; comp. pp. 103, 158). Guide to Vetti unnecessary, but for the longer tours indispensable; *Jens Klingenberg jun.* and *Jens Ornæs* may be recommended (4 kr. per day). Comp. p. 158. For the longer tours provisions must be taken from Aardal, as Vetti is the only place where tolerable food can be procured.

Passing the pretty church of Aardal and ascending along the *Aardals-Elv*, on the right bank of which lies the farm of *Hereid*, we reach in 1/4 hr. the **Aardalsvand** (13 ft. above the sea), a beautiful lake, 19 Kil. (12 Engl. M.) long, surrounded by precipitous cliffs and profound ravines, in which bears are still found. A boat on the lake carries us in 1 1/2 hr. (1 pers. 80, 2 pers. 1 kr. 32, 3 pers. 1 kr. 62 ø.) to (9 Kil.) Farnæs, at the N.E. end. To the right we see the *Stegafjeld*, with the precipitous *Opstegene* on its E. side; beyond lies the *Fosdal* with the *Eldegaard*, to which a zigzag path ascends past a waterfall. Farther on, high up to the right, is the *Løst-Sæter*, beyond which is the *Midnæshamer*, with the *Eldeholten*.

To the left rises the huge and precipitous *Bottnjuvkamben*; to the right the 'Plads' or clearing of *Gjeithus* and the *Raudnæs*. Then, also to the left, the *Nondal*, with several farms and the *Nondalsfos*. On rounding the Raudnæs we see *Farnæs*, whence a carriage-road ascends the Utladal to Gjelle (bargaining advisable in hiring horse or carriage).

FROM FARNÆS TO FORTUN (8-10 hrs.; guide necessary, 4 kr.). From Farnæs a bridle-path ascends to the N.W. through the *Fardal* or *Langedal*, passing the *Aare* and *Stokke* sæters, to the *Muradn-Sæter*, whence a path leads through the *Lovardalsskard* (4700 ft.), a 'gap' or depression at the foot of the *Austabot-Tinder* and *Solei-Tinder*, into the *Berdal* and to *Gaarden Fuglesteg* (2495 ft.), which lies almost perpendicularly above the valley of Fortun (p. 159). The descent to Fortun is excessively steep, whence probably is derived the name of *Fuglesteg*, or 'bird-path'.

The road to Gjelle ascends the right (W.) bank of the *Utla*. In 1/4 hr. we see the mouth of the *Aardøla*, beyond which is the **Gaard Moen**, where travellers bound for Nystuen (p. 96) or Eidsbugarden (see below) usually spend the night (poor fare and accommodation).

FROM MOEN TO EIDSBUGARDEN, 10 hrs., an unattractive route (a horse should be taken as far as Breikvam). A sæter-track ascends past the numerous falls of the *Aardøla* to the (2 1/2-3 hrs.) fisherman's hut of *Sletterust*, where the route to Nystuen mentioned at p. 96 turns to the S., while another path leads to the N. of the *Torholmenvand*, at the S. base of the *Mansberg*, to (2-2 1/2 hrs.) the 'Fælæger' of *Breikvam* on *Lake Tyin*. If a boat can be obtained we cross to *Tvindehoug* and reach the route to *Eidsbugarden* mentioned at p. 151; if not we must walk round the N. end of the lake, fording the *Koldedøla*.

After 1 hr. the road crosses a bridge to *Gjelle*, on the left bank of the Utla, where it ends. To the right is the large **Gjellefos*. Farther on a bridle-track ascends the **Vettisgjel**, a narrow ravine ('gjel') 4-5 Kil. in length, bounded by cliffs of immense height, and endangered in winter and rainy weather by avalanches and landslips. The path first descends to the left, crosses the river, and reaches *Gaarden Skaaren*, just beyond which there is another bridge ('Johannebro 1880'). Farther on the path and the turbulent Utla thread their way through a chaos of rocky debris. After 1/2 hr. we reach the **Afdalsfos* (530 ft.), above which is a bridge. We do not cross but keep on the E. (left) bank of the stream. The scenery here is very imposing. The ravine ends 3/4 hr. farther on at the *Høljabakfos*, which is formed by the Utla as it bursts forth from a wall of rock. The steep path now ascends to the *Høljabakken*, from which we have a view of the 'Plads' below, the Gaard Vetti above, and also of three small waterfalls to the left. In 1/2 hr.more we reach —

Gaard Vetti (1090 ft.; capital accommodation at *Anfind Vetti's;* horses obtainable here for returning to Farnæs). A rough path (guide unnecessary) leads hence, at first descending and then rapidly ascending, to (1/2 hr.) the ***Vettisfos**, or *Vettismorkafos*, a fall of the *Morkadøla*, about 900 ft. in height, the finest fall in the Sogne district. An eminence on the right bank commands

an admirable view of the fall, but a closer approach may be made by crossing a small bridge to the left bank.

Those who have 3-4 hrs. more to spare may ascend the path leading to the (1 hr.) *Vettismorka-Sæter*, in order to enjoy the fine view of the fall from above. Just beyond the first cattle-fence we proceed to the left through underwood to the Morkadøla and cross it by a plank-bridge. About 100 paces farther on, to the left, is a dead tree, overhanging the abyss and affording handhold to those peering into its depths.

The ascent of the **Store Skagastølstind** (7875 ft.), formerly considered like that of the Matterhorn almost impossible, and still regarded as difficult, was first accomplished by *Mr. Slingsby* in 1876. The best starting-point is *Vormelid* or *Skagastøl*, whence we proceed to the *Midt Maradalsskar*, and thence to the top, either direct or viâ the *Slingsbybræ* and the *Mohnskar*. In the latter case we end the ascent by clambering for nearly 500 ft. over rocks. The best guides are *Thorgeir Sulheim* and *Halvar Halvarsen Eide* of Skjolden, *Nils Vetti* of Vetti, and *P. J. Melheim* of Aardal. — The *Mellemste Skagastølstind*, first ascended by Hr. Carl Hall in 1884, is another formidable rocky peak.

The *CIRCULAR TOUR ROUND THE HORUNGER (with guide, see above and p. 159; a horse must be obtained at Farnæs or Gjelle) is best arranged as follows. 1st Day: To *Gaard Vetti*, with a visit to the *Vettisfos* (see p. 102). 2nd Day: Viâ the *Vettismorka-Sæter* and the *Fleskedals-Sæters* (p. 154) to the *Skogadalsbøen* (p. 156) in 7-8 hrs., or in 3/4 hr. more to the highest *Guridals-Sæter* (p. 156). 3rd Day: Across the *Keiseren Pass* (p. 156) to the *Skagastøls-Sæters* (pp. 158, 161), and ascent of the *Dyrhaugstind* (p. 160). 4th Day: Viâ *Fortun* to *Skjolden*, 1 1/2-2 hrs. — Several mountain-ascents may be combined with this magnificent tour, such as the *Store Skagastølstind* (see above) and the *Stølsnaasitind* (p. 155) from Gaard Vetti; the *Styggedalstind* (p. 156) from Skogadalsbøen; the *Fanaraak* (p. 153) and the *Styggedalsbotn* (p. 166) from the Helgedals-Sæter. — Comfortable accommodation is obtained at Vetti alone; but the sæters of the Fleskedal, Skagastøl, and Riingadn are at least clean. A supply of provisions must be brought from Aardal.

b. Lysterfjord. Jostedal.

STEAMBOAT twice weekly (comp. the *Communicationer*, No. 252, A 3).

The ***Lysterfjord,** the N.E. and longest (25 Engl. M.) ramification of the Sognefjord, presents a series of wild mountain landscapes, diversified by beautiful scenery of a softer type. Owing to the numerous glacier-streams flowing into it, the water near the surface is fresh and of a milky appearance; below, however, it is salt. On the W. side rises the precipitous *Haugmælen* (4135 ft.), which may be ascended nearly the whole way on horseback. In 2 1/4 hrs. after leaving Aardal the steamer reaches —

Solvorn (**Hotel*, R. 1 kr., S. 1 kr. 20 ø.), a skyds-station, prettily situated on a bay in the W. bank of tho fjord. In the background rise the snow-clad mountains encircling the *Veitestrandsvand.*

A hilly road leads from Solvorn to the (2 Kil.) *Hafslovand* (455 ft.), the bank of which is skirted by the road from Marifjæren to Sogndal mentioned below. — About 2 Kil. to the N. of the point where the two roads meet lies *Hillestad* (poor station; 4 Kil. from Solvorn, pay for 5), where guides and horses are obtained for an ascent of the Molden.

From Hillestad the road leads viâ *Hafslo*, with a church and parsonage, to (8 Kil.) the S. end of the *Veitestrandsvand* (640 ft.), a lake 17 Kil. in length. We then row to the other end of the lake, where accommodation for the night can, if necessary, be obtained at the farm of *Hegge-*

strand. Thence on foot across the snow-fields of the S. Jostedalsbræ (p. 105) and through the *Veitestrandsskard* to the *Suphelle-Sæter* and on to *Fjærland* (p. 113), a fatiguing tour of a whole day (guide and provisions necessary).

On the promontory opposite Solvorn, in a charming situation, lies *Urnæs*, with its 'giant tumuli' *(Kæmpehouge)* and the most ancient 'Stavekirke' in Norway, dating possibly from the 11th cent. (see p. 22). To the left towers the huge *Molden* (3645 ft.). On the right, about 1/2 hr. after leaving Solvorn, we pass the *Gaard Ytre Kroken*, famed for its orchards. A view is now obtained of the *Hestebræ*, a part of the Jostedalsbræ to the N.W., to the right of which is the Leirmohovd and more to the N. the hills of the Krondal (see below). In 1/2 hr. more the steamer touches at —

Marifjæren *(*Jacob Thørvi's Inn)*, prettily situated on the *Gaupnefjord*, a branch of the Lysterfjord, and the best starting-point for a visit to the *Jostedal* (1 1/2-2 days; see p. 105). A beautiful walk may be taken hence up the hill to the N.W. to the old church of *Joranger*, which commands a magnificent view of the fjord and the *Feigumsfos*, a waterfall 650 ft. high on the E. bank. To the S. of Marifjæren is *Gaarden Hundshammer*, whence part of the Jostedalsbræ is visible towards the N. At the N.W. extremity of the Gaupnefjord lies *Røneid* (p. 106), 3 Kil. distant, reached by small boat in 1/2 hr. (or by road).

THE ROAD FROM MARIFJÆREN TO SOGNDAL (22 Kil., pay for 33) affords a beautifnl walk (6-7 hrs.) or drive (4-5 hrs.). The stations are all 'fast'. The hilly road passes the base of the *Molden* (see above), which is very steep and not easily ascended on this side, and follows the course of the *Bygde-Elv*. On the right, above us, lies *Joranger*. We pass a nnmber of farms and cottages, chiefly on the sunny side *(Solside)* of the valley, and plantations of birches and alders. A little to the right lies *Fet*, with its old church. At the highest point of the road (about 1200 ft.) we obtain a view of the distant snow-mountains to the S. of the Sognefjord, including the Fresviksbræ and the Rambræ. During the somewhat steep descent we obtain a magnificent *VIEW of the scattered village of Hafslo with the Hafslovand and the mountains of the Sognefjord, and at onr feet lies —

8 Kil. (pay for 14) *Hillestad*, see above.

Beyond Hillestad the road skirts the E. bank of the *Hafslovand* and traverses a pine-wood, through which glimpses are obtained of the lake and the Jostedalsbræ to the N. The Solvorn road diverges here to the left. — Beyond *Gaarden Oklevig* the road attains its highest point, and then descends the numerous zigzags of *Gildreskreden *(Skreien)*, where great caution is necessary in driving. In descending we obtain a magnificent view of the fjord. On our right rnshes the *Orrøi-Elv*, descending from the Veitestrand and Hafslo lakes, and forming the *Helvetesfos* and *Futesprang*. Below us lies *Nagløren*. The road now skirts the *Barsnæsfjord*. The glacier-worn rocks, with large isolated bonlders resting on them at places, should be observed here. The vegetation gradually becomes richer, and oaks, elms, and ashes begin to appear. Passing throngh the *Børhul*, a curious aperture in the rock, the road ascends to the heights of *Kvam*, which afford another splendid view. At *Gaarden Loftesnæs*, on the opposite bank, the fjord contracts to a narrow channel, and the *Sogndalsfjord* now begins. We then reach *Hofslund* (good inn), the station for the adjacent *Sogndal* (p. 113), 14 Kil. (pay for 19) from Hillestad.

The upper part of the Lysterfjord is grand and picturesque,

somewhat resembling the Lake of Lucerne. The steamer passes *Næs*, near the mouth of the Gaupnefjord, on the left, and the imposing *Feigumsfos*, a fine waterfall of two leaps, 2130 ft. in height, on the right, and next stops (1 hr.) at **Døsen** *(*Inn)*, charmingly situated on the W. bank, near the old stone church of *Dale* (fine portal).

From Døsen the traveller may ascend the *Daledal* by a horse-track, passing several farms and sæters, to *Gaard Kilen*, beyond which there is a steep climb over the *Vidde of Storhougen* (2600 ft.) to the *Vigdals-Sæter*. The path then descends to the W. through the *Vigdal*, passing the *Buskrednaase* on the right, to the fjeld-gaards of *Øvre* and *Nedre Vigdal*. From the latter the path leads across a hill and then descends abrnptly to the *Ormbergsstøl*. We then cross the Jostedals-Elv to *Myklemyr* (p. 107) or proceed towards the N. to *Gaard Ormberg* and over the bridge (p. 107) to the road leading to the church of *Jostedal* (p. 107), 27 Kil. from Døsen (a fatiguing walk of 9-10 hrs.; guide necessary).

From Døsen the steamer proceeds in another hour to **Skjolden** (**Thorgeir Sulheim's Inn*, at the gaard of *Eide*, on the S. bank of the Fortun-Elv), prettily situated at the head of the Lysterfjord. To the E. rises the snow-clad Fanaraak; in the foreground, to the right, is Eide; to the left is Bolstad. Sulheim and Halvar H. Eide are good guides.

Skjolden lies at the entrance of the sombre **Mørkereidsdal**, which is about 12 Engl. M. in length and contains the pleasant farms of *Skole*, *Bolstad*, *Flohaug*, *Moen*, and *Mørkereid*. Beyond these are several sæters: the *Knivebakke-Sæter* to the left, the *Dul-Sæter* and the *Dalen-Sæter* to the right, and then the *Fosse-Sæter* and the *Rausdals-Sæter*. On both sides lofty fjelds and glaciers rise abruptly from the valley (comp. the *Map*, p. 100). From the Rausdals-Sæter we may proceed to the W. over the Fjeld and through the *Martedal* and *Fagerdal* to the *Gaard Faaberg* (p. 108) in the Jostedal (one day).

From Skjolden to the *Fortundal*, the *Horunger*, and to *Rødsheim*, see pp. 159, 158-155.

Excursion to the Jostedal.

This excursion takes 1½-2 days. On arriving at *Marifjæren* (p. 104) the traveller should immediately order a carriage, and take dinner while it is being got ready. The drive to *Sperle* or *Jostedal*, where the night is spent, takes 5-6 hrs., while the walker can complete the distance in almost as short a time. On the following morning we walk or drive to *Kroken* (2 hrs.) and the *Nigardsbræ*, returning to Marifjæren the same afternoon. — As the station of Alsmo (p. 107) is 'slow', it is usual to hire the stolkjærre for the whole tour (to Kroken or Faaberg and back 8 kr.). Riding is not recommended (horse 7 kr.)

Those who wish to pass from the upper Jostedal to the Nordfjord proceed from Kroken, after visiting the Nigardsbræ, to (¾ hr.) the *Gaard Faaberg*, where they dine and obtain a guide for the glacier. The night is spent in *Faabergstøl*, and *Gredung i Stryn* (p. 190) is reached next day. As the guides in summer prefer to cross the Jostedalsbræ at night, it is desirable to reach Faabergstøl early in the afternoon, so as to have time for several hours' sleep. Within the last few years the Jostedalsbræ has several times been crossed in the opposite direction viâ the Bergsæters (p. 107; comp. p. 192).

The ***Jostedal**, like almost all the Norwegian valleys, is a rocky rift or ravine in the midst of a vast plateau of snow and ice. The W. part of this plateau consists of the *Jostedalsbræ* (p. 100),

with its ramifications the *Hestebræ*, *Tværdalsbræ*, *Vasdalsbræ*, and *Røikedalsbræ*, while the E. half is formed by the *Spørtegbræ* and numerous snow-clad 'Næser'. The sides of the plateau enclosing the narrow Jostedal, which is watered by the Jostedals-Elv, are usually almost perpendicular. The sides of the valley, sometimes attaining a height of 3000 ft., are generally wooded, and are often broken up by transverse rifts and crevices, from which mountain-streams and waterfalls descend into the valley; at intervals they recede, forming wider basin-like openings in the valley, which are accompanied by barriers of rock running athwart the stream and indicating the different zones of the valley. The glaciers ('Jøkler') and snow-fields ('Fonner') are, however, scarcely visible, till we reach the head of the valley, where parts of the Jostedalsbræ come into view. The *Nigardsbræ* in particular projects far into the valley near Kroken, and having been long known and frequently explored by *Forbes*, *De Seue*, *Durocher*, *Bohr*, *Naumann*, and others, has made the Jostedal the most celebrated of the glacier-valleys of Norway. — The whole valley forms a single parish with a population of about 900 souls. Grain is cultivated as far as the Nigardsbræ. The heat in midsummer is excessive, and in winter the thermometer sometimes falls 30° below zero (Fahr.).

Marifjæren, see p. 104. The road skirts the base of the precipitous mountains on the W. bank of the *Gaupnefjord*.

3 Kil. **Røneid** *(*Jacob Moland's Inn)*, which we may also reach by small boat (½ hr.). Carriages may generally be procured here. The delta which the *Jostedals-Elv* here forms as it falls into the fjord contains several farms and the church of *Gaupne*. Above it rises the *Raubergsholten* (2675 ft.).

The road ascends the Jostedal on the right bank of the river, which is turbulent and muddy. Until late in the afternoon the road is quite exposed to the sun. The bottom and slopes of the valley are here carefully cultivated. The road skirts an old moraine and crosses the *Kværne-Elv*. At this point begins a series of huge and shapeless rocks, which flank the road all the way to Leirmo. In front of us rises the *Leirmohovd*. After crossing the *Fondøla*, the road turns to the right to the gorge of *Hausadn* ('Hausane', the houses), whence a view is obtained of the twin peaks of the *Asbjørnnaase* (5270 ft.) to the W. From the rocky wall on the right the *Ryfos* falls into the valley. A little farther on we reach the first of the curious basin-like expansions of the Jostedal (see above), which takes its name from the hamlet of *Leirmo*, on the hill to the left. (From Leirmo we may visit the grand **Tunsbergdalsbræ*, 8 Engl. M. in length.) Our route crosses the foaming *Tunsbergdals-Elv* near a picturesque saw-mill. To the right towers the precipitous *Kolnaase*. The river now expands and a little farther up fills the whole floor of the valley.

14 Kil. *Alsmo*, situated upon an old moraine ('mo'). Soon

after the road ascends through the rocky and wooded *Haugaasgjel*, or gorge of the *Haugaasen*, for about 300 yds. Almost perpendicularly below us, to the right, are the Jostedals-Elv and the *Vigdøla*, which here form several fine falls. To the left a glimpse is obtained of part of the Jostedalsbræ. A little farther on we obtain a fine *View of the deep and imposing basin of Myklemyr, formerly occupied by a lake; to the right is the *Gjel*, used in winter by sledges, while to the left is the *Hompedalskulen* (4820 ft.), above which lies the *Hompedals-Sæter*. Directly opposite to us, to the right, is the *Vangsen* (see below), the loftiest mountain in the Jostedal. We now descend rapidly into the basin, which has been frequently devastated by the river, passing the farms of *Myten*, *Teigen*, and *Øen*. Then —

5 Kil. **Myklemyr** (accommodation at *Anders'*). The route now traverses a narrower part of the valley, passing the large farm of *Ormberg* on the right, and then enters another small basin, with the farms of *Fossen* and *Dalen*. A narrow *Gorge, with a bridge leading to Ormberg (see p. 105), connects this basin with the next, which contains the *Sperleøer* on the left, and the farm of *Aasen* on the right. The road then crosses a rocky barrier, from the top of which a good view is obtained of the *Liaxlen*, the *Jostedalsbræ*, and the basin of Sperle. Passing a school on the right we now reach Gaarden **Sperle** (quarters at the Lensmand's, good), above which, to the left, is the waterfall of the same name, descending from the *Listølsbræ*. Beyond Sperle we ascend a steep incline, at the top of which we pass through wood and cross the *Nedre Lid*, where the 'Gjel', or ravine, of that name opens to the right. In about $^3/_4$ hr. we reach another beautiful basin, in which lies the —

Jostedals-Kirke (660 ft.). Good accommodation is obtained if required at the house of the clergyman ('Sogneprest'), who, however, refuses all remuneration. Travellers who accept his hospitality usually show their appreciation of it by sending him a memento of their visit on reaching home.

Beyond the church we pass, on the left, the *Bakkefos*, which descends from the *Strondafjeld*, and near it the *Øvre Gaard*. Another wide expansion is then reached, into which the *Gjeitsdøla* precipitates itself in three beautiful falls. To the S.E. rises the imposing *Vangsen* (5710 ft.), with a large glacier on its N.E. slope, which may be visited from Jostedal (4 hrs.). Between the valleys of *Vanddal* and *Gjeitsdal*, which here open to the right, is the pyramidal peak of the *Myrhorn*, rising from the great *Spørtegbræ* behind. At the *Gaard Gjerdet* (1 hr. from the church; milk), we cross the stream issuing from the *Krondal*, which is flanked on the right by the *Haugenaase* (4260 ft.) and on the left by the *Vetlenibben* and *Grønneskredbræ*.

A path ascends hence through the Krondal and then to the left through the *Røikedal*, crossing the height at the head of the latter, to

the *Tunsbergdalsbræ*, whence we may descend to the *Tunsbergdal* and viâ *Leirmo* to the road in the Jostedal (see p. 105).

From the Krondal to Loen on the Nordfjord (p. 191), ca. 10 hrs. This fine but trying route across the Jostedalsbræ was accomplished by a party of Norwegian soldiers in 1815, but after that not till 1880, when Mr. Trotter repeated the feat with Ole Røjshjem (p. 146). Since 1880 it has been accomplished several times. Guide, *Johannes Snetum*, in the Krondal (12-14 kr.; porter 10 kr.) — The previous night should be spent in the farm of *Kronen*, and an early start made. We ascend the *Tværbræ* or *Bjørnestegbræ*, which descends from the N., to the (3 hrs.) *Haugeneset*, between the Tværbræ and the Nigardsbræ (see below), where stands the last 'Varde' in the Jostedal, near a drinking-spring. Roping is absolutely necessary for the passage of the glacier which now ensues. In 1 hr. the Kjendalskrona (p. 192), the Lodalskaupe (see below), and other mountains of the Nordfjord come in sight. In 2-3 hrs. we reach the first 'Varde' on the opposite side. We cross the *Kvandalsbræ* (20 min.) and descend by a rough and very fatiguing route along the edge of the glacier to the (1½ hr.) *Kvandal* (p. 192).

Farther on the road crosses a hill, which affords a fine retrospect of the part of the valley just traversed. In the other direction the view of the **Nigardsbræ*, between the *Haugenaase* (4260 ft.) and the *Liaxlen*, now opens before us. The best view of this famous glacier (comp. p. 106) is obtained from the top of the moraine ('Bræ-Vor'), which may be visited from the gaard of *Nigard*, ¾ hr. on this side of Faaberg, in about 1 hr. (guide 1, to the head of the glacier 6 kr.; descent to the edge of the glacier uninteresting).

18 Kil. (11 Engl. M.) **Faaberg** (1310 ft.), a 'fast' station, with a small house for travellers, kept by *Rasmussen Larsen Faaberg*, an admirable guide for the Jostedal. (Those who project glacier-tours should enquire on their journey whether Faaberg is at home, so that, if necessary, they may bring another guide with them.)

From Faaberg through the Fagerdal to the *Mørkereidsdal*, see p. 105.

From Faaberg to Gredung i Stryn across the Jostedalsbræ, 12-13 hrs. (guide 12-14 kr.). The general plan is to ascend in the evening, between the *Liaxlen* and the *Hamrene* and past the *Bjørnestegadn-Sæter* in the *Stordal*, to the sæter of *Faabergstøl* (1875 ft.; 1½ hr.), where tolerable night-quarters are obtained. To the W., immediately above the sæter, extends the *Faabergstølbræ*. Next morning we ascend the desolate Stordal, passing the *Oi-Sæter*, where the path to the Gudbrandsdal over the Hanspikje, mentioned at p. 162, diverges to the right. Farther on we keep to the left and in 1½ hr. reach the *Lodalsbræ* (ca. 2970 ft.), which we ascend to the right, skirting the *Rauskarfjeld*, to the *Jostedalsbræ*. The highest point of the latter is reached to the right of the *Lodalskaupe* (6790 ft.; ascent very fatiguing, but view of surpassing grandeur). The descent to Gredung takes 5-6 hrs. We first cross the creviced *Gredungsbræ* or *Erdalsbræ*, which lies between the *Stornaase* and the *Klubben* (5150 ft.), and then descend by a difficult path (rope necessary) past the *Skaarene* to the lower end of the glacier (2300 ft.). The valley now becomes less steep, and the sæter of *Gredungsstøl* and the gaard of *Gredung* are reached without farther difficulty (see p. 191).

c. Aurlandsfjord and Nærøfjord.

Steamboats twice weekly from *Lærdalsøren* to *Gudvangen* direct, thrice weekly calling at intermediate stations and the Aurlandsfjord, and once viâ Aurland (comp. the 'Communicationer', No. 252, A, 2).

Lærdalsøren, see p. 99. — Opposite the promontory of *Fodnæs* (p. 101) opens the valley of *Vindedal*, with the *Store Graa-*

1:500.000
Norsk Mil
Kilometres
Engl. Miles
(Höchster Punkt) 2037
Josteldalsbræ
Jöste Fond
Grove Bræ
Jölster-Vand
Kupe Fjeldene
Vaaledalen
Aalhus
Jölster
Helgheim
Förde
Holsen
Haukedal
Vik
Hästad
Ind. Holmedal
Fjærland
Sogndal
Suphellenipa
Optagshaugene
Nösnaava
Kvitekol
Bergsäterbræ
Tunsbergdalsbræ
Austerdalsfjeld
Skytternaava
Snenipa
Björga
Sandfj.
Blaafj.
Stordals V.
Hauke Dal
Haukedals V.
Fjærlands Fjord
Vetle Fj.
Veitestrandsv.
Dals Fjord
Förde Fjord
Skarvedals Bræ
Jordalsnipa
Bjaastad Bræ
Rommehest
Gunvords Bræ
Marifjæren

Geograph. Anstalt von

Wagner & Debes, Leipzig

naase. Farther on, to the left, rise the *Glipsfjeld* and (beyond *Refnæstangen*) the huge *Blejan* (see below). To the right, charmingly situated on the *Amblebugt* (p. 112), lies *Amble* (Husum's Inn), which is touched at by some of the steamers. In front of us is the *Fresviksfjeld*, with its glaciers. The steamer then passes the *Indre Frøningen* and calls at (1½ hr.) *Ytre Frøningen* on the main fjord. On a green plateau, about 400 ft. higher, lies the *School House*, attended by the children of this very scattered district.

From Ytre Frøningen the huge ***Blejan** (5560 ft.) may be ascended in 6-7 hrs.; it commands an admirable view of the Sognefjord, the Jostedalsbræ, the Horunger, the Jotunheim Mts., the Hallingdal, and Voss. The fjord itself is best seen from the brink of the *Lemeggen* (5190 ft.), a cliff descending almost perpendicularly to the N. — The ascent from Frøningen is steep. An easier route is from the *Vindedal* (p. 108; poor accommodation), which may be reached from Lærdalsøren by small boat. The best plan is to pass the night at the *Vindedals-Sæter*, 1½ hr. above the Vindedal and 2-3 hrs. from the top.

The steamboat turns to the left and steams round the *Saganæs* into the ***Aurlandsfjord** (see the *Map*, p. 100), passing the precipitous *Nuten* to the right. To the N.W. lies *Lekanger* (p. 114), below the *Gunvordsbræ;* to the S. rises the *Syrdalsfjeld* with the *Steganaase* (see below). The Aurlandsfjord and the *Nærøfjord* which diverges from it (see below) are two enormous ravines with precipitous rocky banks, 3000-4000 ft. in height, forming the slopes of the higher mountains behind, most of which are not visible from the lake. As these banks are rocky and barren, they are almost entirely uninhabited; but houses are occasionally observed high above the lake, perched on some apparently inaccessible rock. Over these abrupt slopes are frequently precipitated waterfalls of great height, partly perpendicularly, and partly in the form of streaks of foam gliding over the dark-brown rock, and reflected in their whole length in the unruffled water of the sombre fjord. Their monotonous murmur alone breaks the profound silence of the scene.

The first place in the Aurlandsfjord is *Buene*, to the left, with a 'slide' for shooting down timber from the forests above. Then *Simlenæs*, and farther on the *Fyssefos* to the right, and *Brednæs* or *Breinæs*, a group of poor houses on the left. The *Kolar-Elv* and *Kolartop* are also seen to the left.

We next steer between the capes of *Nærønæs* and *Beiteln* and enter the strikingly grand and severe ***Nærofjord**, the S.W. branch of the Aurlandsfjord (comp. the *Map*, p. 108). At the entrance to this fjord we see in the distance the lofty mountains on the W. side of the *Nærødal* (p. 111). To the left rises the *Krogegg*, to the right descends the *Lægde-Elv*, forming a waterfall nearly 1000 ft. high. Farther on a fine view is enjoyed to the left of the snowy amphitheatre of the *Steganaase*, beyond which is the *Gjeiteggen*, lying even at noonday in a dark shadow. A little beyond *Dyrdal*,

which lies on the right, at the mouth of the valley of that name, the fjord contracts to a narrow defile, bounded by precipitous rocky mountains of immense height. On the left rises the *Middagsberg*, at the foot of which lies *Styve*. Farther on a number of falls descend from the snow-fields to the left, while the *Dyrdalsfjeld* rises to the right. We next pass, on the left, the *Rauegg* and the *Nissedals-Elv*, the latter descending from the *Skammedalsheidn* (not visible from the steamer). To the right is a magnificent waterfall, upwards of 3000 ft. high, descending from the *Ytre Bakken*. The fjord now turns more to the S., and comes in sight of the waterfall of the *Bakke-Elv* and the church of *Bakke*, with a cluster of poor cottages. Pleasant walk hence to Gudvangen by the road. The mountains of the Nærødal are now very prominent. This is probably the finest part of the fjord. Farther on, several waterfalls are seen on both sides.

Gudvangen. — *Hansen's Hotel and Station, R. 1, B. 1, D., with beer, 2 kr., English spoken; Helland's Hotel, R. 1 kr. 20, B. 1 kr. 20, S. 1 kr. 20, D. 1 kr. 60 ø.-2 kr. — *Carriages* (to Vossevangen, &c.), await the arrival of the steamer (fast station). — *Diligence* to Vossevangen, daily in 8 hrs. (fare 7 kr.), starting at 12.15 p.m. and stopping for 2 hrs. at Stalheim.

Gudvangen, a hamlet on the *Nærødals-Elv*, at the head of the Nærøfjord, 5 min. from the landing-place, lies in so confined a situation that it is not reached by the sun's rays throughout the whole winter. On the E. rises the *Sjerpenut*, on the W. the *Solbjørgenut*. From the *Kilsbotn*, to the N. of the former, is precipitated the **Kilefos*, a waterfall 1850 ft. in height, beginning with a perpendicular fall of 500 ft. and terminating in a cataract. On the right of the fall is the *Hestnæsfos* and on the left the *Nautefos*, which unite with it at one point and afterwards separate.

Gudvangen is the best starting-point for an excursion to the ***Nærødal** (a walk or drive of 5-6 hrs, there and back), which forms the landward continuation of the fjord and preserves the same wild and imposing character. About 20 min. from Gudvangen the road crosses the exquisitely clear river. To the right towers the huge *Jordalsnut* (3600 ft.), which consists of light-gray felspath. On the rocky precipices on either side are seen traces of the numerous avalanches *(Skreder)* which fall into the valley in the early part of the summer. The road gradually ascends past the houses of *Sjerping* and *Hylland*, and (about 9 Kil. from Gudvangen) reaches the **Stalheimskleven* (*Kleven*, 'cliff'), a precipitous slope, about 1000 ft. in height, which terminates the valley. The road ascends the 'Klev' by means of sixteen somewhat steep zigzags, the ascent of which takes nearly an hour. On the way are the **Sevlefos* and the *Stalheimsfos*, two picturesque waterfalls. At the top of the pass (1120 ft.), stands ***Stalheim's Hotel & Sanatorium**, a comfortable establishment (R. $1^1/_2$-$1^3/_4$, A. $^1/_2$, B. $1^1/_2$, S. $1^1/_2$, D. 2, 'pens.' for a stay of three days or more 5 kr.), of which the landlord, Patterson, is an Englishman. From this point (es-

pecially from the balcony of the hotel) we enjoy a very striking **View of the profound and sombre Nærødal, with the huge mountains surrounding it. To the left rises the blunted cone of the *Jordalsnut* (3610 ft.; guides, Ole Myren of Stalheim and Anders Olsen Gudvangen of Gudvangen). Somewhat nearer us is the mountain-route of *Naalene*, leading from the *Gaard Brække* to the *Gaard Jordal*; to the right are the *Kaldafjeld* (4265 ft.) and the *Aaxlen* with the Kilefos in the distance, near Gudvangen. This view is justly considered one of the grandest in Norway.

Travellers who do not intend to proceed to Vossevangen turn here.

From Gudvangen the steamer returns through the Nærøfjord to Beiteln (p. 109) and then steers to the S.E. into the Aurlandsfjord proper. On the hill to the right are the *Steg-Sæters*, with two waterfalls. To the left a precipitous slope with the gaards of *Nedberge*. Farther on, to the right, is *Underdal*, prettily situated, with a church, whence the *Steganaase* ('ugly' or 'terrible nose'; 5660 ft.), the highest peak of the *Syrdalsfjeld*, may be ascended viâ the *Melhus-Sæter*. Opposite, to the E., rises the long *Flenje-Eg*, to the N. of which rises the double-peaked *Jelben*, to the S. the *Flenjanaase* (4840 ft.). The fjord now widens considerably. The mouths of several deep ravines are passed. To the left the gaard of *Skjerdal*. The steamer stops at —

Aurland or *Aurlandsvangen* (**Brun's Inn*, suitable for a long stay; telegraph-station), the principal hamlet in the *Vasbygd*, with a small stone church, from which a route leads past the *Aurlandsvand*, up the imposing *Galder of Sønnerheim*, to the *Hallingdal* (see pp. 85, 82).

The interesting **Flaamsdal** (*Flaam* or *Flaum* signifying a flood, or swollen river) may be visited by rowing to *Gaarden Fretheim*, at the head of the fjord, 6 Kil. distant from Aurland, and walking or riding thence along the *Molda-Elv* to *Gaarden Melhus* (1295 ft.), where the night may be spent, or to *Gaarden Kaardal*, the highest house in the valley (3-4 hrs.). The finest points in the Flaamsdal are the hill above the church of *Flaam*, the *Riondefos*, *Vibesnaase*, and the *Berakvamsgjel* (*Gjel* or *Gil*, 'cleft', 'ravine').

From Aurland to Vossevangen (3 days). 1st Day: to *Kaardal*, as above. 2nd Day (guide desirable as far as Opsæt): a steep ascent of about 2000 ft. to the *Gravahals* (*Hals* signifying 'pass'; 3725 ft.), following the telegraph-wires; then a descent to the *Opsæt-Sæter* (ca. 2690 ft.), whence the path follows the *Rundals-Elv* viâ *Klevene* (ca. 2400 ft.) to *Eggereid* (ca. 1800 ft.), where the road begins (in all 12-14 hrs.). 3rd Day: road to (25 Kil.) *Vossevangen* (p. 79). Above *Kleve*, passed about 10 Kil. on this side of Vossevangen, is the so-called *Sverresti* ('Sverre's path'), which is said to have been traversed by King Sverre and the Birkebeiner in 1177 (see p. xlix). — From the head of the *Rundal*, which is entered a little to the S. of the Gravahals, and which will eventually be traversed by the Bergen and Christiania Railway, another route, diverging to the left, leads to (6-7 hrs.) *Ose* on the *Osefjord*, a branch of the Hardanger (p. 60). A rough mountain-track also leads from Klevene direct to (6-7 hrs.) *Ulvik* (p. 59); another leads viâ *Hallingskei* and the *Finsevand* to *Tufte* (p. 86).

From Aurland to Lærdal (2 days). This is an interesting route for pedestrians, traversing magnificent mountain-scenery. 1st Day: steep ascent of about 4000 ft. between the *Blaaskavl* (*Skavl*, 'snow-drift'; 2815 ft.;

ascended in 6 hrs. from Aurland; fine view) on the N. and *Høiskarsnuten* on the S., and afterwards passing the lofty *Hodnsnipe* on the right, to the *Hodnsæter* (8 hrs.). — 2nd Day: to the *Skaale-Sæter* and ascend the *Barshøgda* (4635 ft.), commanding a fine view as far as the Horunger, and of the Jøranaase with the Troldelifjeld. A rough sæter-path then descends to the (7 hrs.) church of *Tønjum* in the *Lærdal* (p. 97), from which *Lærdalsøren* is 10 Kil. distant by the high-road.

d. From Lærdalsøren to Bergen by Steamer. The W. Sognefjord.

The direct distance is 230 Kil. (143 Engl. M.). STEAMBOAT from *Lærdalsøren* to *Bergen* thrice weekly in 20-23 hrs. (fares 12 kr. 40, 7 kr. 75 ø.). Each of the steamers slightly varies its route on each trip, so that it is only at the most important stations that they touch regularly in each direction. Such stations are indicated in the present route by being printed in heavy type. (See 'Communicationer', No. 252, A 1.) The distances given below are those between the stations.

Lærdalsøren (p. 99), as already mentioned, is the most important place on the Sognefjord, being the starting-point of the routes to Christiania through Valders and through the Hallingdal, and also of the local steamers to the western branches of the Sognefjord, which have been already described. The first station on the steamboat route from Lærdal to Bergen is —

15 Kil. (9½ Engl. M.). *Amble*, see p. 109. A road leads hence, passing the *Amblegaard* (the owner of which, Mr. Heiberg, possesses a collection of relics relating to the widespread Norwegian family of Heiberg), to (2 Kil.) *Kaupanger*, beautifully situated at the head of the *Bay of Amble*, which somewhat resembles a large crater. It is not a steamboat-station. The small *Stavekirke*, now restored, dates from the time of King Sverre (12th cent.). The landscape is diversified here by a number of fine elms and ashes. From Amble to Sogndal the steamer usually takes 2½ hrs. or more, having a circuit of 25 Engl. M. to perform, while the direct distance is only 7 M.

FROM AMBLE TO SOGNDAL (13 Kil.). The direct route is by a good road to (2 Kil.) *Kaupanger* (see above), beyond which it ascends, commanding a magnificent retrospect of the Sognefjord and particularly of the precipitous slopes of the snow-clad *Blejan* (p. 109). The road then enters a pine-forest, and descends past several large farms (each provided with a '*Stabbur*' and belfry with the '*Maulklaukka*', or bell to summon the labourers to meals) to (7 Kil.) *Eide* (a poor station). A road skirting the *Eidsfjord* leads hence to (6 Kil.) *Loftesnæs*, a substantial farm-house opposite Sogndal, to which the traveller crosses the *Sogndalsfjord* by boat. It is, however, preferable to row from Eide to Sogndal (6 Kil., in 1 hr.; boat with two rowers 1 kr. 8 ø.), passing the picturesque *Storhoug* (4235 ft.), a mountain furrowed by avalanches, and traversing the *Eidsfjord*, in which herrings *(Sild)* are frequently caught in large numbers. To the N.W. rise several snow-clad mountains. The water in this bay is almost entirely fresh on the surface, but is salter in its lower strata.

10 Kil. (6 Engl. M.) *Frøningen* (p. 109), at which the larger steamers rarely touch, lies on the S. bank of the fjord, and is reached in 1½ hr. from Amble.

11 Kil. *Fresvik*, a small station on the S. bank of the Sognefjord, at the entrance to the Aurlandsfjord (p. 109), lies at the N. base of the *Nonhaug* (*Non*, 'noon', or rather 2 or 3 p.m., when the sun

appears over this *Haug*). To the E. is *Nuten* with the *Saltkjelnæs*. A very interesting excursion may be taken to the *Fresvik Glacier* (5145 ft.) to the S.W. (driving practicable part of the way). A mountain-path leads hence through the *Tundal* and *Jordal* to (8 hrs.) *Stalheim* (p. 110), on the road from Gudvangen to Vossevangen.

The steamer now steers towards the N., passing the promontories of *Hønsene* ('the poultry') and *Meisen*, and enters the narrow *Sogndalsfjord*, an arm of the Sognefjord about 12 Engl. M. in length. On the left is *Gaarden Lunden*, at which the steamer calls twice weekly; on the right is *Fimreite*, on a fertile hill, commanded by the mountain of that name (2570 ft.) rising above it. On 15th June, 1184, Magnus Erlingssøn was signally defeated and slain here by King Sverre. Passing through the narrow *Norefjord* (with the peninsula of *Nordnæs* on the left), we enter the Sogndalsfjord strictly so called, the smiling banks of which form one of the best cultivated districts in Norway. On the left rises *Olmheims Kirke*. *Fardal* (touched at twice weekly) lies at the mouth of the *Øverste Dal* or *Ofste-Dal*. On the right opens the *Eidsfjord*, on the bank of which rises the *Storhoug* (4235 ft.). On the left lies *Gaarden Stedje* (or *Steie*), with its thriving orchards.

3 M. **Sogndal** (**Danielsen's Hotel*, at the landing-place, new; *Schjelderup's Hotel*), consisting of *Sogndalskirke*, *Hofslund*, and *Sogndalsfjæren* (*Fjære*, 'beach'), reached by steamer in $1^1/_2$ hr. from Fresvik, lies on an old moraine through which the *Sogndals-Elv* has forced a passage. The beauty of the situation is enhanced by the lofty mountains in the neighbourhood (*Storhougen*, to the S., easily ascended and affording a fine view; *Skriken*, 4115 ft., to the S.W.; and *Njuken*, 3190 ft., to the N., easily ascended in $3^1/_2$ hrs.), and by the comfortable-looking farm-houses on the banks of the fjord, among which that of *Aaberge* to the N. is especially conspicuous. After the battle of Fimreite the victorious Birkebeiner are said to have burned a hundred farm-houses here in one day. A pleasant walk may be taken on the bank of the river to the *Waterfall*, where there are several mills, and then to the S. to the picturesque timber-built *Church*, a Bautasten adjoining which bears the Runic inscription: '*Olafr konungr saa ut mille staina thessa*'. The road may then be followed to Stedje (see above), with its two large *Kæmpehouge* ('giant tumuli'), whence we may return to Sogndalsfjæren by boat (an excursion of 1 hr. in all).

From Sogndal to Fjærland (10-12 hrs.). A tolerable road ascends from Sogndal to (11 Kil.) the *Sogndalsvand* (1500 ft.), on which we row to (6 Kil.) *Gaarden Selseng* at its N.W. end. To the W. opens the *Gunvordal*, containing a new sanatorium. From this point the traveller may ascend *Thorstadnakken* (5250 ft.), which commands an imposing view of the mountains to the E. of the Fjærlandsfjord and of the Jostedalsbræ. To the E. the Horunger are visible in clear weather. — The path now ascends the *Langedal*, passing several sæters, to the central of the three depressions in the mountain, about 4130 ft. above the sea, to the left of

which rise the summits of the *Frudalsbræ* (5165 ft.). It then descends the *Bergedal* to *Gaarden Berge* on the E. bank of the Fjærlandsfjord, from which a boat conveys us in 1 hr. to (6 Kil.) *Fjærland* (see below). — From Sogndal to *Marifjæren*, a beautiful walk or drive of 28 Kil., see p. 104.

Returning to the central highway of the Sognefjord, the steamer steers towards the W. and touches at —

3 M. **Lekanger** or *Leikanger* (**Inn* of *Herm. Bruus Enke*, suitable for a prolonged stay, R. 1, B. 1, D. 1½ kr.; **Fretheim's Inn*, in Hermansvik, new), situated on the beautiful and fertile N. bank of the fjord, known as the *Sjøstrand*. To the E. lies *Gaarden Henjum*, with a quaint '*Stue*' (wooden house) of the 17th cent., and to the W. *Gaarden Husebø*, with a lofty Bautasten.

A day's excursion may be taken from Lekanger to the N. through the *Henjumdal* to the *Gunvordsbræ* (5150 ft.).

On the opposite bank of the fjord lie *Fejos*, where the steamer touches twice weekly, and *Vangsnæs*, commanded by huge mountains in the background. From Fejos mountaineers may ascend the *Rambæren* (5250 ft.; splendid view of the Jostedalsbræ and the fjord) and the *Fresviksbræ* (5145 ft.), viâ the *Gulsætdal*. Less ambitious climbers should at least ascend as far as *Kongshøi* or the *Kongsvand* (2-3 hrs.).

Opposite Vangsnæs opens the **Fjærlandsfjord** (steamer once weekly; comp. the *Communicationer*, No. 252, A, 1), which extends to the N. for a distance of 16 Engl. M., and is terminated by the S. offshoots of the Jostedalsbræ. Its banks are very imposing, though less precipitous than those of the Nærøfjord (p. 109). On the left, near the mouth of the fjord, diverge the *Sværefjord* and the *Vetlefjord* (see p. 115). On the right, above the *Rommedal*, rises the *Rommehest* (4100 ft.), which may easily be ascended, and commands a mountain-view of the grandest description. The steamer stops at —

Fjærland or *Mundal* (Inn kept by the Landhandler *Mikkel Mundal*), 2 Kil. from the head of the fjord. A granite obelisk here commemorates a visit of King Oscar II. A fine excursion may be made to either of the two great glaciers of Suphellebræ or Bojumsbræ in 5 hrs. (there and back, guide unnecessary). The steamers stop half-a-day at Fjærland, allowing ample time for the excursion. Stolkjærres may be hired at Fjærland.

The **Store Suphellebræ*, in the Suphelledal, 2 hrs. to the N.E. of the steamboat-pier, descending to within 150 ft. of the sea-level, is one of the lowest glaciers in southern Norway. The last 20 min. must be traversed on foot. The lower part of the glacier, however, consists merely of the fragments of ice which fall over the rocks from the proper glacier above. The ice here is of a bright blue colour. — About 1 hr. higher up lies the **Vetlebræ* or *Lille Suphellebræ*, which is remarkable for the purity of its ice. — The *Skjeidesnipa* (4725 ft.) separates the Great Suphellebræ from the **Bo-*

jumsbræ, the foot of which is 600 ft. only above the fjord, presenting a huge ice-fall. We drive from Fjærland in 1 hr. (horse 1 kr.) to *Øjaradn*, the highest farm in the Bojumdal, whence we walk to the foot of the glacier in 1 hr. more.

FROM FJÆRLAND OVER THE JOSTEDALSBRÆ TO LUNDE, on the Kjøsnæsfjord (p. 181); a very grand and wild route (guide *J. Mundal*; 10 kr.). — To the foot of the Bojumsbræ, see above. We then ascend the *Jakobbakkadn* to (2½ hrs.) the glacier and (1 hr.) the *Kvitevarde*, the highest point of the latter, affording the first view of the Jølsterdal. We then descend to (1 hr.) the *Troldvand*, a glacier-lake, and proceed through an imposing rocky ravine to the (½ hr.) *Lungeskaret*. Skirting the glacier, we descend to (2 hrs.) the *Lunde-Elv*, which we follow to the (¾ hr.) gaard of *Lunde*, on the Kjøsnæsfjord (p. 182). Thence we go by boat in 2 hrs. to *Skej* or (better) *Aardal*; see p. 182.

From *Hillestad* to *Fjærland*, see p. 103; from *Sogndal* to *Fjærland*, see p. 113.

Most steamers pass the Fjærlandsfjord without entering it. We cannot, in this case, see the end of the Fjærlandsfjord, but just before reaching Balholmen we obtain a view of the glaciers at the head of the Vetlefjord (see below).

16 Kil. (10 Engl.) M. **Balholmen** *(*Kvikne's Inn)*, the principal village on the fertile *Balestrand*, finely situated at the mouth of the small *Essefjord*, near the entrance to the *Fjærlandsfjord*, which may also be visited from this point. Balholmen is also a good starting-point for several other interesting tours. The imposing mountain-background consists of *Gjeiteryggen*, *Vindrekken* (3870 ft.), and *Guldæple*; farther to the N. are *Furunipa* and *Toten*. Between the Guldæple and Furunipa is the curious gap called *Kjeipen* ('rowlock', from the supposed resemblance). The **Munkeg* (4115 ft.), to the S., which is easily ascended, commands a striking view.

The Balestrand is commonly supposed to be the scene of Tegnér's 'Frithjofs Saga'. King Bele's tomb *(Gravhoug)* is pointed out, 1 Kil. to the S., while the fertile promontory of *Vangsnæs* opposite is said to be the *Framnæs* of Frithjof ('the robber of peace'). A carriage-road leads to the S. to (4½ Kil.) *Flesje*. — To the N. of Balholm is the very picturesquely situated church of *Tjugum*.

FROM BALHOLMEN TO SANDE (2 days). 1st Day. Row up the **Sværefjord** to (11 Kil.) *Gaarden Sværen* at the head of the bay (tolerable quarters); ascend through the valley (3 Kil.), and then by a steep and rugged path to the *Sværskard* (2300 ft.), a pass between lofty mountains, whence a fine retrospect is obtained towards the Sognefjord; the route next traverses a boggy and sterile plateau to the watershed, descends thence, passing the *Torsnæs Sæter* (ca. 5 hrs. from Sværen) to the *Holmevand* in the *Viksdal*, traverses wood at places, passes the *Lange Sæter*, crosses the river, and leads over marshy ground to *Mjell* (8-10 hrs. walk in all). — 2nd Day. From Mjell by a bridle-path to *Gaarden Hof*, and thence by a road to the pretty *Viksvand* (525 ft.), a lake about 12 Kil. long, which is traversed by boat, passing the chapel of *Hæstad;* thence by road to *Sande* (p. 179; a walk of 3-4 hrs. and a row of 1¾ hr. in all).

FROM BALHOLMEN TO FØRDE (2 days). 1st Day. Row to (12 Kil.) *Ulvestad*, at the head of the ***Vetlefjord**, and follow the road thence to (5 Kil.) *Mell*, near which an offshoot *(Jøkel)* of the *Jostedalsbræ* descends into

the valley; thence, with a guide, to *Grøning*, at the N.E. end of the *Haukedalsvand* (rough and fatiguing; 7-8 hrs.). [The *Melsnipa* (5785 ft.), to the E. of the just-mentioned arm of the Jostedalsbræ, and the *Gotopfjeld* or *Gotophesten* (5630 ft.), to the N. of it, are said to command magnificent views.] 2nd Day. From Grøning viâ *Holsen* and *Mo* to *Førde* on the *Førdefjord* (p. 180; 10 hrs.; road).

The Sognefjord now turns sharply to the S.

14 Kil. (8 M.) **Vik** *(*Inn)*, beautifully situated on a bay on the S. side of the fjord, with fertile environs and snow-mountains in the background. To the left rises *Rambæren* (5250 ft.). The two old churches, one built of timber, the other of stone, are interesting. Numerous boat-houses (*Nøst*, locally pronounced *Nausht*). To the N. the *Vetlebræ*, a branch of the Jostedals Glacier, is visible; more to the right is the *Tvindefos*.

From Vik three roads ascend the valley in three different directions for about 8 Kil. — Interesting mountain-routes (about 8 hrs. each) lead from the ends of these roads to *Stalheim* (p. 110; toilsome), to *Vinje* (p. 81; driving practicable from Aarmot to Vinje, 11 Kil.), and to *Gulbraa* in the *Exingdal* (guide necessary). From Gulbraa a fourth route leads viâ *Reppane* to *Vinje*.

Soon after leaving Vik the steamboat passes a promontory on the left, on which is placed a '*Gilje*', or apparatus for catching salmon, with waterfalls painted on it with a view to attract the fish (comp. p. 233).

18 Kil. (11 M.). *Næset i Arnefjord*, with an old church, picturesquely situated in its bay on the S. side of the Sognefjord, is commanded by an imposing background of mountains about 3000 ft. in height, which are green to their summits. Through the intervening depressions snow-fields are seen in the background. — About 8 Kil. (5 M.) to the N.W., on the S. side of the main fjord, lies *Ortenvik*, where the steamers occasionally touch, 1 M. to the N. of which, on the opposite bank, lies —

5 Kil. (3 M.) *Maaren*, prettily situated, with a waterfall near it. The white water-worn cliffs bear traces of the great height to which they are sometimes washed by the waves.

9 Kil. (5½ M.) *Kirkebø* lies on the N. bank, nearly opposite the *Fuglsætfjord*, which the steamer enters once weekly to call at *Bjordal*.

11 Kil. (7 M.) **Vadheim** or *Vadem* (*Hansen's Inn*, mediocre; 'slow' station) is prettily situated at the head of the *Vadheimsfjord*, a bay on the N. side of the Sognefjord. On the left rises the imposing *Noreviksheien*, to the right a hill with *Gaarden Hovden*. 'Overland Route' to Molde, see R. 21.

On the *Eikefjord*, on the S. side, about 19 Kil. to the S.W. of Vadheim, lies *Tredal*, at which the steamer touches twice weekly.

24 Kil. (15 M.) *Ladvik*, on the N. bank, the principal place of the W. Sogn district, presents little attraction to travellers. A little to the S.W. of it is *Værholm*, where the steamers touch occasionally. To the S. of Værholm, on the opposite bank, is —

9 Kil. (5½ M.) *Brække*, on the small *Risnefjord*, above which the *Stanglandsfjeld* rises to the W.

13 Kil. (8 M.) *Bøfjord* or *Lervik* (telegraph-station), on the small fjord of that name. To the N. of Lervik rises the *Lihest* (2470 ft.), at the head of the *Aafjord*.

The magnificent scenery of the Sognefjord is now quitted; the mountains become lower and more barren, and the picturesque side-valleys disappear. The last station on the fjord is —

17 Kil. (10½ M.) *Sognefest*, on the S. side, opposite which, to the W., rise the *Sulen-Øer*, a group of islands (the 'Solundare' of Frithjofs Saga), containing mountains 1800 ft. in height. The steamer now passes through the strait called the *Sognesjø*, and next stops at —

13 Kil. (8 M.) *Eivindvik* on the *Gulenfjord*, the famous seat of the ancient *Gulathingslag*, a popular assembly, to whose jurisdiction all the western 'Fylker' from *Søndmøre* to *Rygjarbit* (now Christiansands-Stift and Bergen-Stift, including the Hallingdal and Valders) were subject. The steamer now threads its way through the 'Skjærgaard' or network of islands to the N. of Bergen, inhabited by '*Striler*', as the natives of this region are called, touching at (7 Kil.) *Skjærjehavn*, (32 Kil.) *Lygren*, and (13 Kil.) *Alverstrømmen*, and at length reaches —

21 Kil. (13 M.) *Bergen* (see R. 10).

15. From Christiania to Molde by the Gudbrandsdal.

Lake Mjøsen.

483 Kil. (300 Engl. M.). RAILWAY from *Christiania* to *Eidsvold*, 68 Kil. (42½ Engl. M.), in 2¾-3¼ hrs. (fares 4 kr. 80, 3 kr. 20, 1 kr. 60 ø.). The traveller may also go as far as Hamar by railway, but this is not recommended. — STEAMBOAT daily from Eidsvold to *Lillehammer*, 105 Kil. (66 M.), in 7 hrs. (fares 5 kr. 55, 3 kr. 70 ø.). The steamers ('Tordenskjold', 'Kong Oscar', 'Skibladner') have good restaurants on board. — DILIGENCE from Lillehammer to *Veblungsnæs*, 274 Kil. (169 M.), four times weekly in three days, running in connection with the steamers on Lake Mjøsen and the Romsdalsfjord (comp. the 'Communicationer') and stopping for the night at *Bredevangen* and *Lesjeverk;* or at *Klevstad* and *Holaker* (in the reverse direction at different stations every journey); fare 40 kr. — STEAMBOAT from Veblungsnæs to *Molde*, 36 Kil. (22½ M.), 3-4 times weekly in 3-4½ hrs.

As to the 'Diligence', see p. 91. In midsummer the seats are generally engaged beforehand. The traveller will find it preferable to hire a CARRIAGE at Lillehammer for the drive to Veblungsnæs, for which 150-200 kr. (sometimes less) is charged, with a fee of 5-6 kr. An open 'Trille' is cheaper. The solitary traveller should drive by carriole (which costs about 50 kr., including fees), devoting 4-5 days to the journey. In this case the finest parts of the route, particularly those from *Stuefloten* to *Ormeim* and from *Flatmark* to *Veblungsnæs*, can be traversed on foot, the luggage being sent on in a 'stolkjærre'. The skyds-stations are all 'fast'. Travellers by carriage or carriole should not spend the night at the places where the diligence stops (see above). The best quarters for the night are at *Fossegaarden*, *Skjæggestad*, *Listad*, *Laurgaard*, *Toftemoen*, *Domaas*, *Holsæt*, *Stuefloten*, *Ormeim*, and *Veblungsnæs*. — The scenery increases in grandeur as we advance towards the W.

Christiania, see p. 1. As the train leaves the station, we obtain a fine view of Christiania and the fjord to the left, and of the Egeberg and the suburb of Oslo to the right. Stations *Bryn* (260 ft.), *Grorud* (420 ft.), *Strømmen* (485 ft.). Then —

21 Kil. (13 Engl. M.) *Littestrømmen* (355 ft.; Railway Restaurant, small), the junction of the line to Eidsvold and Kongsvinger (see p. 274). The railway from this point to Eidsvold, constructed in 1851, is the oldest in Norway. The country is unattractive, but at *Frogner* (405 ft.) and *Kløften* (545 ft.) a glimpse is obtained of the distant blue mountains to the W. Beyond *Trygstad* (666 ft.) the train crosses extensive tracts of gravel, interspersed with scanty wood. Beyond *Dal*, which possesses several pretty villas, the scenery becomes more interesting. Two tunnels are passed through.

68 Kil. (42 M.) **Eidsvold** (410 ft.; **Jernbane Hotel*, at the station). Travellers arriving from Christiania by the morning train go at once on board the steamboat, which starts $^1/_4$-$^1/_2$ hr. later. — If the traveller makes any stay here he may visit the *Eidsvold Baths* on the *Eidsvoldsbakke* (R. 4-6 kr. per week, 'pension' 2 kr. per day; baths 50-80 ø.), and the *Bautasten*, or monument, erected to *Henrik Wergeland* (d. 1845), the poet, and the discoverer of the spring. Both lie on the right (W.) bank of the *Vormen*.

A pleasant walk may be taken to *Eidsvoldsverk*, about 5 Kil. distant, where the Norwegian constitution *(Norges Riges Grundlov)* was established in 1814. A preliminary meeting took place here on 19th Feb. of that year, the sittings of the national diet began on 10th April, and the constitution *(Grundlov)* was adopted 17th May (comp. p. lxxv). The building, originally a farm-house, has been purchased by government and embellished with portraits of members of the diet.

CONTINUATION OF THE RAILWAY, to *Hamar* and *Throndhjem*, see p. 211.

The STEAMBOAT at first traverses the broad and clear *Vormen*, which issues from Lake Mjøsen and falls into the Glommen. Large tracts of debris, deposited by former glaciers, are passed on both sides. At (8 Kil.) *Minne* (railway-station, p. 211), where a bridge crosses the Vormen, the steamer reaches the lake itself.

Lake Mjøsen (405 ft.), the largest lake in Norway, which L. v. Buch has called 'Norway's inland sea', is 100 Kil. (62 M.) long and at its broadest part 15 Kil. ($9^1/_2$ M.) in width, and forms a convenient highway between the districts of *Gudbrandsdalen* and *Hedemarken* to the N. and E., and those of *Toten* and *Øvre Romerike* to the W. and S. Like the Alpine lakes of Switzerland, Lake Mjøsen is very deep at places (1575 ft. near the Skreiafjeld), and though it lies 405 ft. above the sea-level, it is a curious fact that the lowest part of its bed is 1170 ft below that level. The *Skreiakampen* or *Skreiafjetd*, on the W. bank, about halfway between Eidsvold and Gjøvik, rises to the height of 2320 ft., but with this exception the hills bounding the lake are of very moderate height. The only considerable bays formed by the lake are those

of *Tangen* and *Hamar (Akersviken)*. Opposite to Hamar lies the large and well-cultivated *Helgø* (Holy Isle; 1050 ft.), the only island in the lake. The erection of fortifications and a large central arsenal (like that of Karlsborg in Sweden, p. 296) on this island is projected. The *Hunner Ørret* is a kind of trout peculiar to this lake.

The scenery of the banks of Lake Mjøsen is of a soft and pleasing character. They present an almost unbroken succession of fields, woods, and pastures, studded with numerous farm-houses and country residences, but will perhaps seem somewhat monotonous if the traveller goes all the way from Eidsvold to Lillehammer in one day.

The steamer touches at *Ekornholm*, *Stigersand*, and *Fjeldhoug* on the W. bank, and then crosses to *Gillund* and —

Hamar (**Victoria*, *Jernbane Hotel*, both near the steamboat pier and railway-station, and facing the lake), the capital of *Hedemarken*, sometimes called '*Storehammer*' to distinguish it from Lillehammer, with 3600 inhab., prettily situated between the *Furnæsfjord* to the N. and the *Akersvik* to the E. The latter is crossed by a long bridge. Hamar dates from 1152, when an episcopal see was founded here by the papal nuncio Nicholas Breakspeare, an Englishman, afterwards Pope Adrian IV. From that period also are said to date the ruins of the old *Cathedral*, once a handsome edifice, of which four round arches of the nave alone are left. A pleasant walk may be taken to the ruins, 25 min. to the N.W., where the original town of *Storehammer* was situated. The old town was destroyed by the Swedes in 1567. The modern town, which received its municipal charter in 1848, and again became an episcopal see in 1864, has thriven greatly since the construction of the railway to Throndhjem (p. 211). — Near Hamar is the 'Folkehøiskole' of *Sagatun*.

The steamer now steers towards the W., passing on the left the pretty *Helgø* (see above), and touches at *Næs*, *Smørvik*, and —

Gjøvik (**Gjøviks Hotel*, near the pier, with view of the lake, and **Victoria*, 100 yds. farther up the main street), the capital of Toten Fogderi, with 1200 inhab., situated on the W. bank of the lake, about 60 Kil. from Eidsvold and 40 Kil. from Lillehammer, and at the mouth of the *Hunns-Elv*. Pleasing views of the lake and Helgø from the church of *Hunn* (which contains a good altar-piece by Miss Asta Nørregaard) and other heights near the village.

From Gjøvik to Odnæs, 38 Kil. (24 M.), carriage-road with fast stations. Diligence daily (fare 4½ kr.), starting at 5 p.m., stopping for the night at Granum, and reaching Odnæs in time for the Randsfjord steamer (7 a.m.); in the reverse direction it leaves Odnæs at 6.30 p.m., passes the night at Mustad, and reaches Gjøvik in time for the steamer on Lake Mjøsen (10.30 a.m.; comp. p. 117). — The road at first ascends rapidly, traversing extensive woods, to —

14 Kil. *Mustad* (1510 ft.; a fair station). The drive to this point oc-

cupies fully 2 hrs., after which the road traverses a nearly level plateau to (11 Kil.) *Lien*, a farm-house near the road, and formerly the station (clean and cheap). About 3 Kil. farther on (14 Kil. from Mustad) is —

Granum (1342 ft.; a fair station), situated a little to the right of the road, which farther on descends to the basin of the *Randsfjord* (p. 91). About halfway between Granum and Odnæs a direct road to (140 Kil.) Christiania diverges to the S.

10 Kil. *Odnæs*, see p. 92.

The steamer now continues its northward way through the lake, which gradually contracts, and touches at *Heggenhaugen*, *Ringsaker* (with an old church containing a Flemish altar-piece of the 16th cent.), *Biri* (with a glass-foundry), and *Frengstuen*. About 2¼ hrs. after leaving Gjøvik it reaches —

Lillehammer. — *Victoria Hotel, with the skyds-station, well situated, near the bridge over the Mesna; *Madame Ormsrud, in the main street, on the left, a little farther on; charges at both, R. 1-1¾, B. or S. 1, D. 2 kr.; Johansen. — The steamboat-pier is fully 1 Engl. M. from the hotels; omnibus to and from the pier.

Information about the Diligence to Veblungsnæs is given by *Amtsfuldmægtig Breiset.* — Telegraph Station.

Shops. *F. Frisenberg*, on the E. side of the main street, sells well-executed silver-plate and trinkets at moderate prices; tastefully carved meerschaum-pipes, etc., at *G. Larsen's*, on the opposite side of the street.

Lillehammer is beautifully situated on the *Mesna*, on the E. bank of *Lake Mjøsen* (585 ft.), about 150 ft. above the lake, and ½ Engl. M. below the influx of the *Laagen (Laug, Laag*, or *Log*, i. e. 'river'; *Laagen*, 'the river'; *'the* Laagen', though generally used, is, grammatically speaking, a pleonastic expression). The town (1700 inhab.), which presents a modern appearance, has enjoyed municipal privileges since 1827 only. It is called Lillehammer ('little hammer') to distinguish it from *Hamar* or *Storehammer*. The principal building is the substantial and handsome *Grammar School (Latinskole)*, at the S. end of the main street, overlooking the church and the lake. A cotton-mill, saw-mills, and flour-mills add to the importance of the place. Lillehammer is a pleasant point for a short stay, and being the terminus of the Mjøsen steamboats and the starting-point of the Gudbrandsdal route, is a very busy place in summer and a great rallying-point for travellers.

The turbulent *Mesna* forms several pretty waterfalls about ½ Engl. M. to the N.E. of the town, the finest being the **Helvedeshøl*, or 'hell cauldron', near which is the *Niagara Bath House*; to reach them we ascend the first side-street to the left near the Victoria Hotel, with the notice-board 'Til Mesna Bad'. Pleasant walk of ½ hr. to the S., passing the Grammar School, to a bench on the road-side, commanding a fine view of the lake, here scarcely ¾ Engl. M. in breadth. To the E. of Lillehammer stretches a vast tract of forest, wild and almost uninhabited. The Mesna and the *Mesna Lakes*, in a sequestered situation 7 Engl. M. to the E. (reached by a rough, and at places swampy forest-path), afford good trout-fishing.

On the W. bank of Lake Mjøsen, opposite Lillehammer (ferry adjoining the steamboat-pier), lies *Gaarden Vingnæs*, a posting-station, prettily situated, from which a good, but somewhat hilly road, with fast stations, leads to Gjøvik (p. 119).

At Lillehammer begins the **Gudbrandsdal**, or valley of the *Laagen*, through which our road ascends. As in the case of the Hallingdal (p. 81) the name is applied not only to the principal valley but also in a loose general sense to all the small lateral valleys the streams of which drain into the Laagen. The inhabitants *(Gudbrandsdøler)*, about 50,000 in number, are generally well-to-do, and distinguished by their curious customs and their pride. According to Norwegian ideas the valley is well cultivated, but the cattle-pastures occupy much more ground than tilled fields. In summer most of the inhabitants migrate with the cattle to the sæters. The scenery of the Gudbrandsdal is comparatively tame, as the heights enclosing it are merely the lower spurs of the fjeld, the higher peaks of which are only occasionally visible. The valley sometimes expands and becomes more picturesque, but as a whole it is sombre and somewhat monotonous.

The admirable road ('Kongevei') ascends gradually from Lillehammer, at a considerable height above the Laagen, and passes smiling green slopes with forest in the background. The numerous heaps of stones ('Agerstene') on the road-side testify to the trouble which the farmers have had in preparing their land for cultivation. The syllables *rud*, *rod*, or *ryd* in which names of Norwegian places so frequently terminate have reference to the 'uprooting' of trees and removal of stones. On the left is passed a 'Mindesten', or monument, to *Hr. Bergh*, constructor of the road.

At *Brunlaag*, 1½ hr. to the N. of Lillehammer, a road descends to the left into the valley, crosses the Laagen, and then ascends the GAUSDAL, passing (12 Kil.) *Diserud*, (15 Kil.) *Veisten*, (11 Kil.) *Mo* (well spoken of), and (17 Kil.) **Kvisberg** (good quarters at the Landhandler Nordgaarden's). A little beyond Diserud is the gaard of *Olestad*, belonging to *Bjørnstjerne Bjørnson*, the poet and novelist. From Kvisberg to Jotunheim, see p. 128.

The **Gausdal Sanatorium**, a large hotel and pension near the *Skeisæter*, and a favourite resort of Norwegian visitors, is finely situated on the slope of *Skeidkampen*, to the right of the Gausdal, about 2500 ft. above the sea-level, and 42 Kil. from Lillehammer. An omnibus, starting at 8 a.m., runs from the Victoria Hotel daily in summer (in 5 hrs.) to the Sanatorium, returning thence to Lillehammer in the afternoon (fare 8 kr.). It may also be reached by carriole viâ Diserud and (14 Kil.) *Sønstevold*. Visitors making a prolonged stay at the Sanatorium pay from 5½ kr. per day or 125 kr. per month for board and lodging; passing travellers are charged hotel-prices. Among the finest of the many pleasant walks and excursions which may be taken from the Sanatorium are the ascents of *Skeidkampen* (3775 ft.; 1 hr.) and *Prøstekampen* (4200 ft.; 2 hrs.), which command admirable views of Jotunheim and the Rondane.

14 Kil. **Fossegaarden** (good quarters, D. 1 kr. 60 ø.) is beautifully situated above the Laagen, which here forms a fine fall called the *Hunnerfos*, where the famous Hunnerørreter, or lake-trout (p. 119), are caught in large numbers. The *Neverfjeld*, a fine point of view, to the E., may be ascended hence in 2 hrs.

Beyond Fossegaarden the road traverses a ravine where the Laagen has forced its passage through a barrier of rock. On the left rises the *Dreshula*, a picturesque cliff. The vegetation is very rich. — The peasants here wear red caps *(Topluer)*, and frequently carry a peculiar kind of pannier on their backs *(Bagmeis*, elsewhere called *Næverkont)*. On the road-side are a number of *Hvilesteller*, or open stalls for resting horses. The posts flanking the road (called *Rodestolper*) mark the portions *(Roder)* which the adjoining landowners are bound to keep in repair.

17 Kil. *Holmen i Trøtten* (good quarters). A little farther on is *Formo*, from which a view is obtained to the E. of the snow-capped peaks of the *Róndane* (p. 213). An annual horse-fair of considerable importance is held at the neighbouring village of *Stav* in August. Between Formo and Kirkestuen lies *Lake Losna*, which contains excellent fish. The scenery continues to be attractive.

16 Kil. *Kirkestuen* (*Station), near the church of *Fodvang*. On the left rises the picturesque mountain called *Tuliknappen*, and to the right the *Djupdal*, above which is *Gaarden Upsal*. Near Kirkestuen the height attained by the river during an inundation *(Flom)* on 16th and 17th June, 1860, is marked on the rocks. The road next passes through a ravine bounded by the precipitous and furrowed *Elstakleven* and the *Rotosbjerg*, a similar rock opposite. The horns of the cattle here are frequently tipped with wooden or metal knobs to prevent them from doing injury. On the road-side are een numerous snow-ploughs *(Sneplouge)*.

12 Kil. **Skjæggestad** (**Station;* walls adorned with photographs, including 'Col. Ramsay's Landing' from a picture by Tidemand) is picturesquely situated, but the environs are somewhat marshy. On a hill to the left, a little beyond it, stands the old church of *Ringebo*. The *Klinkenberg* (3080 ft.) is sometimes ascended hence for the sake of the view (6-8 hrs. there and back; horses at the station).

From Skjæggestad a lonely bridle-path leads to *Solliden* and the **Atnevand* (a day's journey), whence the traveller may either proceed to *Foldal* and *Jerkin* on the Dovrefjeld (p. 203) by a tolerable road, or descend the valley of the *Atne-Elv* to *Atna*. Comp. p. 218.

The valley now becomes somewhat marshy. We pass *Vaalhougen* on the right, and cross the *Vaala-Elv* (fine view). We next observe the *Gaard Steig*, picturesquely and loftily situated, once the residence of the 'Foged' *Lars Gram*, the leader of the peasants who annihilated the Scottish invaders commanded by Col. Ramsay (p. 123). Farther on is *Gaarden Huntorpe*, once the seat of *Dale Gudbrand*, the powerful heathen opponent of St. Olaf. Beyond it is *Gaarden Hove*, once the scene of heathen sacrificial rites. In the vicinity are several barrows *(Kæmpehouge)*.

14 Kil. **Listad** *i Søndre Fron* (**Station; *Gaard Lillehove*, a little farther on), near which is the church of *Fron*, prettily situated, is a good place for spending the night. The road now descends

gradually to the Laagen, which here begins to assume the character of a mountain-torrent. About 8 Kil. beyond Listad, near the gaard of *Solbraa*, the stream forms the fall of *Harpefos* (not visible from the road).

10 Kil. **Moen** *i Sætorp* (clean quarters, well spoken of). About 2 Kil. farther on is the private station of *Byre*, with an inn. A road to the right, crossing the Laagen, leads hence to *Kvikne* and *Skabo*, whence a dreary track ascends to Jotunheim (not recommended). Comp. R. 16.

The scenery now becomes of a wilder and grander description. The valley turns to the N., and then, beyond *Gaarden Vik* (good quarters), to the W. To the left, about $^1/_2$ Engl. M. on this side of Storklevstad, is a monument to Capt. Sinclair (see below).

12 Kil. **Storklevstad** (quarters dear) lies a little below the church of *Kvam* (870 ft.). The road now traverses a poor district, partly wooded with stunted pines and birches. The fields are irrigated by means of numerous cuttings *(Rænner)*. The cottages of the *Husmænd*, or farm-labourers, called *Stuer*, are usually roofed with turf. The large slabs of slate common in this district are used for making walls, for roofing purposes, and for the drying of malt. A number of small gaards are perched on the hill-side in apparently inaccessible situations. The magpie *(Skjer)*, an object of superstitious veneration among the Norwegian peasantry, is frequently seen here. The river here forms numerous rapids and cataracts. The road has now attained a height of about 1000 ft. above the sea-level, or 600 ft. above the Laagen. The *Sjoa* here falls into the Laagen.

Immediately above the confluence of the Sjoa and Laagen a road diverges to the left, crosses the Laagen, and ascends the valley of the Sjoa to the church of *Hedalen* and (25 Kil. from Storklevstad) **Bjølstad**, one of the largest and most interesting gaards in Norway, the proprietor of which claims to be of royal descent. The next stations are *Nordre Snerle* and (24 Kil.) *Sørum* (p. 131).

The road now passes the new district-prison, and reaches the station of —

16 Kil. **Bredevangen** *(*Inn)*, beautifully situated. The background of the Alpine picture, looking up the valley, is formed by the massive *Formokampen* (4835 ft.). A little beyond Bredevangen the Laagen is joined on the left by the green and copious *Otta-Elv*, through the valley of which a road leads to (11 Kil.) *Aasoren*, (16 Kil.) *Snerle*, and (7 Kil.) *Sørum* (p. 131).

On the right side of the road, about halfway between Bredevangen and Moen, is the steep hill called *Kringlen*, which was formerly traversed by the old road. On 26th August, 1612, when Col. Ramsay and Capt. Sinclair with 900 Scottish auxiliary troops, who had landed a few days previously at the Klungenæs on the Romsdalsfjord, were attempting to force their way through Norway to join the Swedes, who were then at war with the Norwegians, they were

intercepted by an ambush of 300 Norwegian peasants at this spot. The natives had collected huge piles of stones and wood on the hill above the road, which they hurled down on the invaders when they reached this part of the road. Most of the ill-fated Scots were thus destroyed, while the survivors, with a few exceptions, were put to the sword. See p. lxxi of this Handbook; also Thomas Michell's 'History of the Scottish Expedition to Norway in 1612' (London, T. Nelson & Sons) and Laing's 'Norway'. The massacre is commemorated by a tablet in the rock to the left, bearing the inscription, '*Erindring om Bøndernes Tapperhed*'.

8 Kil. *Moen i Sel* (tolerable station) lies at the confluence of the Lougen with the *Ula*, which descends from *Lake Ula* at the foot of the *Róndane* (p. 213), and forms the *Daanofos* ('thunder-fall') close to the road. The wall of the neighbouring churchyard of *Sel* is curiously constructed of slabs of slate, while most of the old tombstones are of *Klæbersten* or soapstone. Half-an-hour may be pleasantly spent here in ascending the interesting valley of the *Ula* for a short distance. — The pigs of the Gudbrandsdal, sometimes adorned with triangular pieces of wood *(Sule)* round their necks, enjoy perfect liberty, and are a sturdy, wholesome-looking race.

We now pass several deposits of stone and detritus *(Skred)*, the ends of which from some unexplained cause rise in the form of knolls. The largest of these is passed near Laurgaard, before reaching which we cross the river.

10 Kil. **Laurgaard** (1040 ft.; **Station*, excellent cuisine).

An interesting excursion may be made hence by a bridle-path to the *Høvringen Sæter*, fitted up as a small inn, the property of the station-master at Laurgaard, about 11 Kil. distant. Near it rises **Formokampen* (4835 ft.), a fine point of view, easily ascended.

FROM LAURGAARD TO SØRUM (21 Kil.). The picturesque, but hilly road crosses the mountains to the W. of Laurgaard (see p. 129).

The road now leads along the Laagen through the imposing pine-clad **Ravine of Rusten*. The river has here forced itself a passage through the rocky barrier of *Rusten*, and descends in a series of rapids and cataracts. The finest point is at the **Bridge* which carries the road to the right bank of the river, about $^3/_4$ hr. beyond Laurgaard. The traveller is recommended to walk from Laurgaard to the bridge, near which diverges the above-mentioned road to the Høvringen Sæter. On emerging from the ravine we find ourselves in an Alpine valley, 1850 ft. above the sea-level, in which cultivation almost totally disappears. Cuttings for irrigation appear here also. On the right rises the *Rustenfjeld*, on the left the *Kjølen*, the huge mountain-mass between the Lesso Valley and Vaage. As late as July large patches of snow are seen by the road-side. The broad floor of the valley is covered with deposits of stone and sand, partially overgrown with stunted pines.

12 Kil. **Brændhougen** (1555 ft.; **Station*), in the parish ('Præ-

stegjeld') of *Dovre*. — The *Jetta* (5425 ft.), which rises to the W., is sometimes ascended from Brændhougen. It commands an imposing view of the Dovrefjeld, the Rondane, and the Jotunfjeld.

We now cross the Laagen by a new bridge, and soon after pass the church of *Dovre* (1550 ft.), which Prof. Forbes calls a singular and ugly structure ('Norway', p. 11), situated on an ancient moraine. Like many of the Norwegian churches, it is built in the form of a Greek cross. In the centre rises the tower. At the end of each arm of the cross is a small projecting addition. The whole structure is covered with large dark slabs of slate. Some of the tombstones in the churchyard are interesting. — The farms, as usual, are nearly all placed on the sunny side of the valley ('Solside'). A little beyond the church of Dovre, to the right, high up, lies the ancient royal gaard of *Tofte*.

12 Kil. **Toftemoen** (**Station*, moderate charges) lies at the head of the Gudbrandsdal in the narrower sense. The name signifies an inhabited site *(Tuft)* on a sandy plain *(Mo)*. The word 'toft' occurs in England and Scotland in a somewhat similar sense.

Beyond Toftemoen the road ascends over huge deposits of detritus to *Gaarden Lid*, the buildings of which are roofed with birch-bark *(Nœver)* covered with green turf. We obtain here a fine view of the profound ravine of the Laagen, with the Kjølen rising above it. The peak in the distance is the *Horungen*.

11 Kil. **Domaas**, or *Dombaas* (2160 ft.; **Station* and telegraph-office; the station-keeper and telegraph official speak English), is an important place owing to its position at the junction of the Gudbrandsdal and Dovrefjeld routes (see R. 25), and lies high above the ravine of the *Laagen*. White fox and other skins and reindeers' antler are offered for sale here. The air is fresh and exhilarating, and the place is suited for a prolonged stay.

A pleasant excursion of 4-5 hrs. may be taken from Dombaas to the *Hardeg-Sœter* on the S. bank of the Laagen, where a fine view of the valley, of Snehættans (p. 208), and other mountains is enjoyed.

The road to Molde leads as far as Stuefloten through an uninteresting and shallow upland valley, the mountains enclosing which are comparatively tame in form. The bottom of the valley is sandy, and partially covered with a scanty growth of pines, birches, and heather. The ascent is very gradual. Below us, to the left, is the bed of the *Lesjevand* (1720 ft.), which has been drained.

12 Kil. **Holaker** (**Station*, moderate charges). The road passes the *Lesje-Kirke* and reaches —

15 Kil. **Holsæt** (**Station;* the station-master speaks English), at the N.W. end of the Lesjevand.

A bridle-path ascends from Holsæt by the *Lora-Elv* to the *Storsœter* and the *Nysœter* (about 5 hrs.), and crosses the mountains thence to *Aanstad* (or *Skeaker*, p. 162), a long day's journey, which may be broken by spending a night at the Nysæter, a pleasing specimen of the Norwegian chalet (see p. 126).

In the highest part of the valley lies the *Lesjeskogenvand*

(2050 ft.), 10 Kil. in length, from which to the W. the *Rauma* descends to the Atlantic, and to the E. the *Laagen* to the Skagerrak. In the vicinity is a picturesque waterfall. The fishing is well spoken of.

10 Kil. **Lesjeverk** *(*Station)*, at the S.E. end of the lake, derives its name from the iron-mine formerly worked here. The station-house is an interesting timber building of the middle of the 18th century.

12 Kil. **Mølmen** *(Station)* lies at the W. end of the lake and near the church of *Lesjeskogen*, which has given its name to the whole district.

The **Storhø* (6690 ft.), a fine point of view, may be ascended from Mølmen in 6-8 hrs. (there and back; guide 2 kr.); the ascent is somewhat fatiguing but offers no serious difficulty.

From Mølmen to the *Gaard Reitan* in the upper *Eikisdal* (10-12 hrs.), a fatiguing mountain-path, see p. 205.

FROM MØLMEN TO AANSTAD, about 80 Kil. (50 Engl. M.), accomplished in two days of 7 hrs. each. Walking is difficult on account of the numerous rushing brooks that have to be forded; horse 12, guide 12 kr. Good weather indispensable.

The route traverses a dreary mountain-tract, the wildness and solemnity of which may almost be described as awe-inspiring. Fine weather is of course indispensable to the enjoyment of the expedition, the chief attraction of which consists in the distant views. Reindeer are occasionally met with. The route is quite unattended with danger, as the track is well defined by means of heaps of stones *(Varder)*, to which it has for centuries been the custom for travellers to contribute. Provisions are necessary, as the Nysæter affords nothing but coffee, milk, and *Rømmegrød* (wheat-meal boiled in cream, very rich). Those who merely wish to see something of the Fjelds, without going farther to the S., may make the excursion from Mølmen to the Digervarde (see below), varying the route in returning (horse 5, guide 5 kr.).

1st Day. The path gradually ascends through a birch-wood in the *Grøndal* to the (1 hr.) *Grønsætre* (or sæters of *Enstad* and *Mølmen*), where we obtain a view of the Romsdal mountains. The path descends to the stream and crosses several brooks and deposits of detritus. Aconite and the dwarf birch *(Betula nana)* are frequently seen here, and the Alpine or Lapland character of the flora becomes more marked as we proceed. Reindeer-moss *(Rensdyrmosser)*, here eaten by the cows, is also abundant. After 2 hrs. more the path again ascends to the left. The birch disappears, and patches of snow are passed. Looking back, we observe the Svarthøi to the N. of Mølmen, and the Storhøi more to the right. The scenery soon becomes exceedingly bleak and wild. In 1½ hr. more we reach the top of the first hill *(Toppen)*, where we obtain a striking view of the Romsdal mountains to the N.W.: Mongejuret, Vengetinder, the Romsdalshorn (usually called 'Hornet'). To the N.E. are the Svarthøi and Storhøi, and farther distant the Snehættan snow-range. To the S.W. rises the Løfthøi with its large glacier. A ride of 1 hr. to the S. over stony ground, scantily overgrown with reindeer-moss, chamois-cress, and other Lapp flora, brings us to the second *Top*, called the ***Digervarde**, about 5000 ft. in height, which commands a view of the whole Jotunheim chain, from the Glittertind to the Fanaraak and beyond it. The Galdhøpig is particularly prominent. The guides are apt to choose a route passing to the N. of the Digervarde, but the traveller should expressly ask to be led to it.

We now descend in about 2 hrs. more, over loose stones part of the way, to the **Nysæter**, a building with four rooms, kept by civil herd-girls. (There is one bed which will accommodate two travellers. Alpine fare. Everything clean, though homely.) The girls call *(lokken)* the cattle down

from the hills in the evening by singing '*Fjeldviser*' similar to those with which Jenny Lind once delighted the world.

2nd Day. By starting very early, we may reach Aanstad soon after noon. The monotonous track crosses the *Lorafjeld*, which it reaches in about an hour. It passes several tarns (*Tjørn*, *Kjærn*, or *Kjønn*, see p. 124) and the W. side of the larger *Fillingsvand*. The broad snow-clad mountain to the left is the *Lomshorung* (5660 ft.). We cross the discharge of the Fillingsvand. Among the interesting mosses occurring here are the *Rensdyrmosser* (p. 126), the *Komosse* or *Hvidkrølle*, and the golden yellow *Gulskin*. The *Betula nana* covers the ground so densely at places as to form a kind of carpet. After a walk or ride of 3-4 hrs. from the Nysæter we reach the W. end of the Lomshorung, where a halt is usually made. To the W. lies the *Aursjø* (3395 ft.), a fine sheet of water with a magnificent mountain background. The path next skirts the W. slope of the Horung for 1 hr., commanding a view of the monntain range on the S. side of the Ottadal, including the Lomsegg and the Hestbræpigge. Ahout 2000 ft. below us lies the valley and its western ramification. This scene is admirably calcnlated to convey to the traveller an idea of the immense disproportion between the extent of the mountain wilds and that of the cultivated land in Norway.

As we descend, the vegetation rapidly becomes richer (*Linnaea borealis* abundant), and the temperature rises. On the slope to the right is the first sæter on this side of the route. The path descends to the *Aura*, the discharge of the Aursjø, which forms a fine waterfall. Pines and afterwards birches re-appear. The first gaard on the slope of the valley is *Bakke*. Among those that follow, one on the left has a tastefully carved portal. The rye and barley-fields here are watered hy hand with a kind of shovel (*Skjelræk*). In 1 hr. from the point of view above mentioned we reach the bottom of the valley. (The ascent in the reverse direction takes 2 hrs.) The path crosses the greenish glacier-fed *Otta* by a long bridge, commanding a splendid view, and leads to the right to the (1/2 hr.) **Aanstad** station (p. 162).

Remarks on Sæter Life. In connection with the above route a few remarks on sæters may not be unacceptable to the traveller. The sæter, or mountain chalet, consists of two rooms at least, one for the use of the inmates, and also for cooking purposes, with the *Skorsten* or fire-place (also called *Arne* or *Grue*); the other (*Melkebod*) for dairy purposes. Over the fire hangs an iron pot or kettle by a chain, and adjacent there is usually a boiler built into the wall for the preparation of the cheese. The whey (*Myse*, *Brim*) is made into cheese (*Myseost*), and is often carried down to the valleys in drum-shaped tubs (*Flasker*, *Krukker*). The sæters formerly had no chimneys, the smoke being allowed to find its way out through an opening (*Ljore*) in the pyramidal shaped roof, which at the same time afforded light. The cows (*Køer*), often accompanied by sheep (*Sauer*) and pigs (*Svin*), are usually sent up to the mountain pastures (*til Sæters*) on St. John's Day (24th June), and remain there till 10th September. Women and girls, as a rule, are their sole attendants. In singing their picturesque cattle-call, the sæter girls usually address each cow by name (as *Maieros*, *Helgeros*, *Lekros*, *Palmeros*, *Tørnros*, the syllable *ros* being a term of endearment specially applied to cows; also *Maanfrue*, moon-lady; *Krone*, crown; *Gulgave*, gold-gift, etc.). The word *Kuss* is also used to call cows and calves; *Gisa* is addressed to pigs, *Vulling* to sheep, *Sku* to dogs, and *Faale* to horses. Among the dogs at the Nysæter were *Faust*, *Passop*, *Vægter*, *Barfod*, *Spring*, *Freya*, and *Bataer*. Among the dairy utensils may be mentioned the *Melkering* or *Melkekolle* (milk vessel), the *Melkkar* (skimmer), the *Dal* or *Ember* (pail), the *Krakk* (milking stool), the *Sil* (milk-strainer, 'sile'), and the *Vandsele* (water-pitcher).

Beyond Mølmen the road passes *Gaarden Einabu*, with an ancient 'Bautasten'. King Olaf, 'the Saint', is said to have halted at this gaard, in his flight from his kingdom in 1029, shortly

before the final struggle to regain his supremacy which terminated with his death at Stiklestad near Levanger. The scenery is bleak and wild.

13 Kil. *Stuefloten*, see p. 201. The Romsdal, the mountains of which are now seen stretching far into the distance, begins here. The remaining skyds-stations are (10 Kil.) *Ormeim*, (11 Kil.) *Flatmark*, (12 Kil.) *Horgheim*, and (14 Kil.) *Næs;* for details, see pp. 201-199.

The whole of this part of the route, especially beyond Flatmark, amply repays the pedestrian.

16. Routes from the Gudbrandsdal to Jotunheim.

Of the four routes to Jotnnheim described in the following pages the third is the most frequented, as it is nsed not only by travellers for Jotunheim but also by those who wish to pay a passing visit to this mountain-district on their way to the Sognefjord. The other three routes are also inferior in interest. In addition to this it may be noted that a strong wind on the Gjende (p. 140) or the Bygdin (p. 136) renders the approach to the Jotunheim proper difficult or at least uncomfortable.

a. From Kvisberg to Lake Gjende.

Two days at least, the night being spent in a sæter. A guide should be hired at *Kvisberg* or *Espedalsvand* (3-4 kr. per day).

Kvisberg, the last station in the Gausdal, see p. 121. — A good bridle-path leads from Kvisberg in $1^1/_2$ hr. to —

8 Kil. (pay for 11) *Vasenden* on the *Espedalsvand* (2460 ft. above the sea-level; good quarters at A. C. Nielsen's), a lake, 8 Engl. M. long, for the passage of which the landlord procures a boat (1 kr. each person; for a single person 1 kr. 60 ø.). At the N. end of the lake we cross an 'Eid', beyond which is the *Bredsjø*, about 3 Engl. M. long, forming the geological continuation of the Espedalsvand. Hans Halvorsen Flaate here provides a boat (40 ø. each person; 60 ø. for one). In the vicinity are considerable deposits of nickel. We then cross another 'Eid', following the *Espa*, and row across the lake of *Olstappen* to the new Inn of *Iver Hage*, situated on a flat island near *Vinstras Os*. Another 'Eid' brings us to the *Slangsø*, which we also cross by boat, ascending through wood on the opposite side to the *Hinøgledid Sæter* (a much shorter way than the old route viâ the *Finbøle Sæter* and *Finbøl Haug*). We next proceed to the pretty *Fly-Sæter* and along the S. bank of the *Sikkildals-Elv* to the *Sikkildals-Sæter* (3445 ft.; accommodation). If the wind is not too strong, we row across the two *Sikkildalsvande;* otherwise we must walk along the N. bank of the smaller lake, cross the 'Eid', and follow the S. bank of the larger lake, but at a considerable height above the water, in order to avoid the marshy ground. On the right rises the *Sikkildalshorn* (5660 ft.), and on the left are the *Gaupaapigge* (6630 ft.). We next cross a hill commanding a beautiful view of the mountains and glaciers to the

W., descend into the *Sjodal*, by a new path furnished with 'Varder', and cross the Sjoa to *Gjendesheim* (3315 ft.; p. 142).

b. From Bjølstad to Lake Gjende.

1½-2 Days, spending a night at the *Griningsdals-Sætre*.

Bjølstad in *Hedalen*, see p. 123. The path at first follows the left (N.) bank of the *Sjoa*, and leads past *Aaseng* and *Fjerdinggrænd* to *Gaarden Stene*, to the N. of which is the *Lus-Sæter*, commanding a magnificent distant view of Jotunheim, and well deserving a visit. We next reach (2 hrs.) the *Rinds-Sæter*, at the confluence of the Sjoa and the *Rinden-Elv*. We may now follow the latter stream to (1 hr.) *Randsværk* (2400 ft.; good sæters), and cross the *Graahø* to the S. to the *Riddersprang*. According to tradition, the 'Valdersridder' with his abducted bride, when pursued by the 'Sandburidder', sprang across the rocky chasm. Or we may reach the same point from the Rinds-Sæter by following the Sjoa.

From the Riddersprang the route follows the right (E.) bank of the Sjoa to the *Salien-Sæter* and the *Stutgangen-Sæter*. We now quit the Sjodal and turn to the S.E., round the *Stutgangen-Kamp*, and thus reach the *Griningsdal*, with its sæters (3575 ft.; good quarters).

The path leads round the large rocky knoll of *Kampen* (4585 ft.), to the W. of the Griningsdal, to the *Kamp-Sæter* and the *Grasvik-Sæter*, at the N. end of the upper *Sjodalsvand* (2255 ft.). From this point we may row to the *Besstrand-Sætre* or *Bes-Sætre* (p. 142), and walk thence to Gjendeosen; or we may walk the whole way thither, skirting the E. bank of the Sjodalsvand the first part of the way. — *Gjendesheim*, see p. 143.

c. From Bredevangen to Rødsheim.

86 Kil. (54 Engl. M.). Road with fast stations (carriole 13 ø. per Kil.) — This route is one of the principal approaches to Jotunheim and is also traversed by travellers from the Gudbrandsdal to the Sognefjord (comp. p. 128).

Bredevangen, see p. 123. — The route diverges from the Gudbrandsdal road at Kringlen, to the N. of Bredevangen, crosses the Laagen, and ascends the wooded and monotonous *Ottadal*.

11 Kil. *Aasoren*. We then pass the old farms of *Tolfstad* and *Bjørnstad*.

16 Kil. *Snerle*, where the road from *Bjølstad i Hedal* and *Storklevstad* (p. 123) joins ours. The valley now expands, and the snow-capped Lomseggen (p. 148) becomes visible in the distance.

7 Kil. **Sørum** (**Inn*, comfortable), ¼ hr. to the W. of which is the curious old church of *Vaage*. The road to *Nordre Snerle* and *Laurgaard* diverges just before we reach Sørum (21 Kil.; p. 124).

The road now follows the S. bank of a lake 36 Kil. (22 Engl. M.) in length, called the *Vaagevand* as far as Andvord, and the *Otta-*

vand farther on. Beyond the gaard of *Volden*, about 12 Kil. from Sørum, the road to the Besstrand Sæter, described at p. 131, diverges to the right. A little farther on is the gaard of *Storvik*, where tolerable quarters are obtainable. The *Tesse-Elv*, which falls into the lake near this point, descends from the *Tessevand* (p. 131), and on its way forms several fine cascades. The lowest fall may be visited in $^1/_2$ hr.; and the highest and most picturesque, the **Oxefos*, may be reached without a guide in $1^1/_2$-2 hrs. by following the E. bank of the stream. Opposite, on the N. bank of the lake, rises the *Skardhø* (5340 ft.).

20 Kil. *Gardmo* (good quarters, moderate charges).

15 Kil. *Andvord* (quarters at the Landhandler's) lies near the influx of the *Bævra* into the Vaagevand, which above this point is generally called the *Ottavand* or *Otta*. A view is obtained of the valleys of the Bævra and Otta, separated by the huge *Lomseggen*. By the bridge of Lom the Bævra forms a waterfall, the milky colour of which indicates that it descends from glaciers. The alluvial deposits at the mouth of the stream have formed a considerable delta, which divides the lake into two almost entirely separate parts. — Just beyond the bridge, on an old moraine at the foot of the Lomseggen, is the **Church of Lom* (1290 ft.), one of the ancient Norwegian *Stavekirker*, built entirely of resinous pine-wood, and dating from the 13th or 14th century (comp. p. 22). The architectural forms recall the Byzantine style. The once open roof is now concealed by a flat ceiling (17th cent.), and there are other modern disfigurements. The *Pulpit*, with its sounding-board, and a silk *Flag* with a hand holding a sickle *(Ljaa)* are noteworthy. *Hr. Brodahl*, the pastor, who often obligingly shows the church himself, states that the flag was presented by a neighbouring farmer who introduced the system of irrigation many years ago. This must have been a great boon to the community, as rain is scarce in this district (comp. p. 164). The curious dragons' heads on the outside of the church, the scale-like roof, the central tower, and the N. portal should also be noticed. The external woodwork is coated with tar, which has become as hard as stone. — The churchyard contains interesting *Tombstones* of 'Klæbersten', or soapstone, in the form of crosses encircled with rings. — An old *Stabbur* at the Præstegaard, or parsonage, is also worthy of inspection.

From Andvord to the *Geirangerfjord*, see R. 18.

The road to Rødsheim now turns to the S.W. and ascends the *Bævradal*. At one point called the **Staberg*, where there is a mill, the ravine is extremely narrow, and huge blocks of rock have fallen into it from the hills above. Higher up, the valley expands, but at the same time becomes stony and sterile. The narrow road runs close to the bed of the stream at places. In the background rise the *Galdhøer* (7300 ft.), which conceal the Galdhøpig, and the *Juvbræ*, forming a most imposing mass of ice and snow. On the

right we pass the *Gaard Suleim*, with a waterfall, and on the left the falls of the *Glaama* and the hamlet *(Grænd)* of *Glaamstad*.

17 Kil. ***Rødsheim***, see p. 148.

d. From Storvik to Lake Gjende.

1½-2 Days. The pedestrian route described below is preferable to the new road, on which there are no skyds-stations. The night may be spent at a sæter.

From the Gudbrandsdal to ***Sørum*** and ***Storvik***, see p. 129. — From Storvik the FOOTPATH ascends the right (E.) bank of the *Tesse-Elv* to the *Ringnæs-Sæter*, thence to the S.W. to the **Oxefos*, or *Endinfos*, and across the river to the *Nord-Sætre* at the N.W. end of the *Tessevand* (3010 ft.), a lake 6 Engl. M. long, abounding in trout, which is said to have been presented by St. Olaf to the inhabitants of Gardmo (p. 130). We row to the *Naaver-Sæter* at the S. end of the lake, whence the route mentioned at p. 146 leads through the Smaadal to the Visdal.

The path now traverses the disagreeable marshes formed by the *Smaadøla* at its influx into the lake. A horse may possibly be obtained at the Naaver-Sæter to enable the traveller to cross the swamp dryshod; if not, he must keep as far as possible to the right in order to avoid it. Beyond this point the path leads to the S. to the (6 hrs. from Storvik) —

Fugl-Sæter (3145 ft.; good quarters). If time permit, the traveller may ascend the *Fuglehø* (5160 ft.), in order to obtain a view of the Jotunheim Mountains.

About 3 Kil. to the S. of the Fugl-Sæter we reach the picturesque, pine-clad *Sjodal*. Our route, steep at first, follows the left (W.) bank of the *Sjoa*, and about 4 Kil. farther on reaches the *Veoli-Sæter* (3496 ft.), on the N. side of the *Veodal*.

The neighbouring **Veoknappen* (4760 ft.) commands an admirable survey of the Glittertind, Nautgardstind, etc. — An uninteresting route, chiefly used by reindeer-stalkers, leads through the *Veodal* and crosses the *Skautflyene* (5870 ft.), between the Glittertind and the Veobræ; it then descends by the right bank of the *Skauta-Elv* to the *Nedre Sulheims-Sæter* in the Visdal (p. 146).

The route now descends into the Veodal, crosses the *Veo-Elv* by a bridge, and reaches the (1½ hr. from the Veoli-Sæter) *Hind-Sæter*, near the influx of the *Store Hinden* into the Sjoa (see below).

The ROAD, as indicated at p. 130, diverges to the left from the Bredevangen and Rødsheim road just beyond the gaard of *Volden*, passes the *Falls of the Tesse-Elv* (see above; right), the *Ringnæs-Sætre* (left), and the *Lemonsjø* (right), and reaches the *Kalven-Sæter*, at the S. end of this lake. It then descends to the valley of the *Rinda* and the *Randsværk Sæters* (2395 ft.; accommodation), crosses the watershed between the Rinda and the *Sjoa*, and ascends through the valley of the latter to the *Hind-Sæter*, where it is joined by the above-described footpath. It next reaches (1½ hr.) the *Ruslien-Sætre* (p. 142). Thence to *Gjendesheim*, see p. 143.

17. Jotunheim.

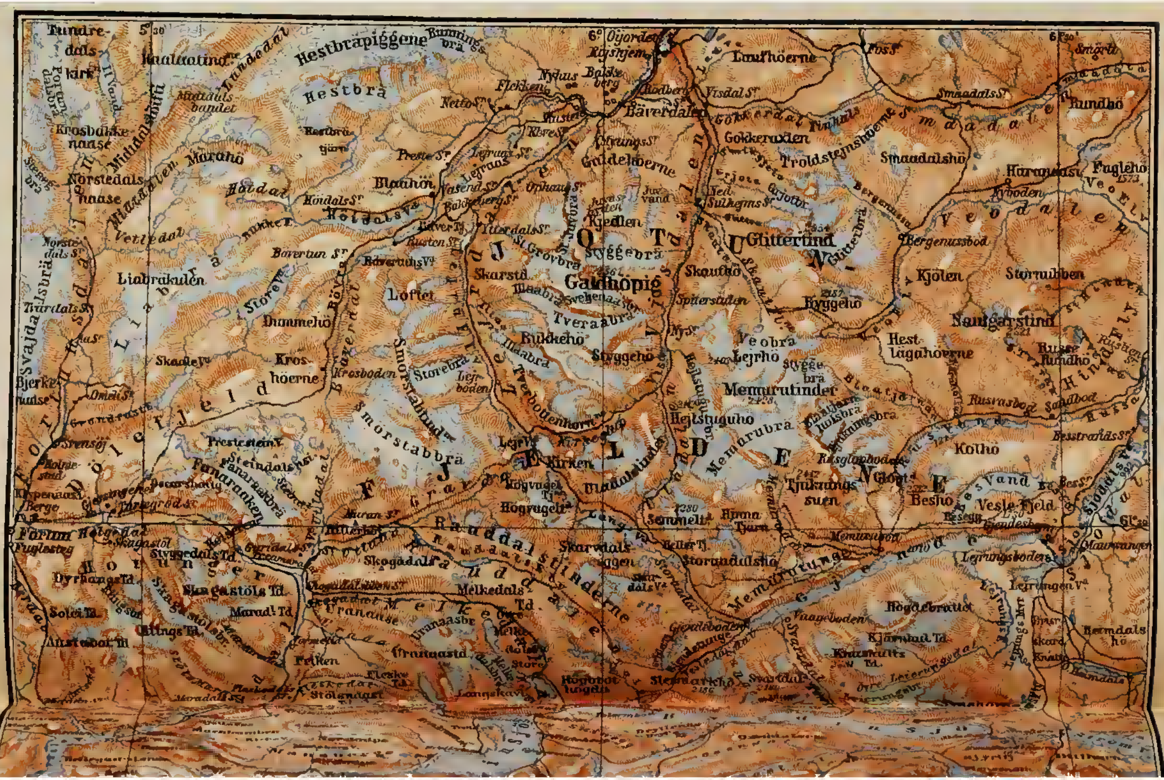
Comp. the Map (scale 1 : 500,000).

A map of the same district on a larger scale is published by A. Cammermeyer of Christiania ('Lomme-Reisekart over Norge, No. V, Lom, Vestre-Slidre, Borgund, Lyster'; Scale, 1 : 175,000; price 1 kr.). A still better map, which does not, however, comprise the whole district, is Section 30D (Galdhøppigen) of the Topographical Map mentioned in Section VII of the Introduction (1 : 100,000).

The greater part of Norway, as has been repeatedly mentioned, consists mainly of a vast table-land, descending abruptly at the margins, rising occasionally into rounded summits, and rarely intersected by valleys. In marked contrast, however, to this unpicturesque formation, that of several districts presents the 'Alpine' characteristic of well-defined mountain-ranges furrowed with frequent valleys. The most important of these districts are the Lyngenfjord in Tromsø Amt (p. 253), the *Søndmøre* (p. 173), and the region bounded by the Sognefjord on the W. and the plateaux of Valders and the Gudbrandsdal on the S. and N.E. respectively. The last was explored for the first time by *Keilhau* in 1820 and named by him *Jotunfjeldene*, or the 'Giant Mountains', but is now generally known as *Jotunheim*, a name given to it by subsequent 'Jotunologists' (chiefly Norwegian students) as a reminiscence of the 'frost giants' in the Edda.

The mountain-peaks of Jotunheim (called *Tinder*, *Pigge*, *Horne*, and *Nœbber*, while the rounded summits are named *Høer*) are all over 5900 ft., several are upwards of 6550, while the *Galdhøpig* (p. 147) and the *Glittertind* (p. 145) exceed 8200 ft. in height. The high Alps are much loftier (Mont Blanc, 15,784 ft.), but are generally surpassed by the Jotunheim mountains in abruptness. The plateaux extending between the lofty peaks are almost entirely covered with snow, the snow-line here being about 5580 ft. (in Switzerland 8850 ft.). Huge glaciers (*Brœer*, the smaller being called *Huller*, holes) descend from these masses of snow, but without penetrating into the lower valleys as they do in Switzerland. The mountain-basins which occur here frequently, enclosed by precipitous sides rising to 1600 ft. or more, are known as *Botner*. A peculiarity of the valleys, which with a few exceptions, lie upwards of 3300 ft. above the sea-level (*i. e.* higher than the forest-zone), is that they rarely terminate in a pass, but intersect the whole mountain, gradually rising on each side to a '*Band*' or series of lakes where no distinct culminating point is observable. The interest of the scenery of Jotunheim is greatly enhanced by its three imposing lakes.

The Norwegian *Turist-Forening*, which began its operations in 1868 (comp. Introd. iv), has rendered invaluable service to travellers by the construction of paths, bridges, and refuge-huts, and by the appointment of competent guides. Several private individuals have followed their good example by erecting other refuges



Hestbräpiggene
Hestbrä
Galdhöpig
Glittertind
Storebrä
Smörstabbra
Lodalskaupa
Veodalen
Hurrungane
Bäverdalen
Memurutinder
Tveraabra
Styggebrä
Skarstd.
Kjedlen
Skautho
Liabrakulen
Dummehö
Nautgarstind
Kolthö
Besho
Vesle Fjeld
Gjendesheim
Leirungsboderne
Hest lägahöerne
Heljstuguho
Smaadalshö
Troldstensoerne
Gokkeruxlen
Loftet
Kroshöerne
Midtdalsbutt
Ranndalstinderne
Fanaranken
Skagastöls Td.

Byg d i n s Sjö
Manshergе
Kallingdal
Borgund
Syndin
Raukonös
Grindelj
Skjerdalsvangs Mjösen
Ljöteboltegge
Märadalegge
Suletind
Bleja
Jökulegge
Yaverbotta
Skjerdalj
Stettelj
Bärdalsäk
Fosak
Kraakebalm
Skvettebot
Höjde
Sueslät-skarret
Bringe
Moenkamben
Norelaupe
Hellegaardsnös
Aarvial
Slettelj
Kraka lung
Jaudelj
Gravelj
Sandelj Fjeld
Ljöteboltegge
Märadalegge
Grindelj
Yaverbotta
Syndin
Raukonös
Skjerdalsvangs Mjösen
Kallingdal
Norske Mile
Engl. Miles
Kilometres
1: 500.000

(dignified with the name of 'hotels'), so that travelling here is now attended with no serious difficulty or hardship. The huts generally contain clean beds and a supply of preserved meats ('Hermetik'), beer, wine, and other refreshments at moderate charges (bed and food 3-4 kr. per day), but in some cases the broad bed must be shared with a fellow-traveller. As members of the Turist-Forening, who are recognisable by their club-button, always have a preference over other travellers, those who intend to explore this region thoroughly are recommended to enrol themselves at Christiania, Bergen, Throndhjem, or Fagernæs (4 kr. per annum, and 80 ö. additional for the 'Klubknap').

On some of the excursions the only accommodation as yet procurable is at the sæters and 'Fæboder' or 'Fælæger', kept by good-natured cowherds *(Fækarle* or *Driftekarle)* who regale the traveller with 'Fladbrød', milk, cheese, and butter, and can generally provide him with a tolerable bed ($1^1/_2$-2 kr. per day for bed and food). Comp. the remarks on Sæter Life at p. 127.

The chief Points of Interest in the Jotunheim centre around the W. end of the Bygdin-Sjø and the Gjende-Sjø, and are most conveniently visited from *Eidsbugarden* (p. 138) and the *Gjendebod* (p. 140). Besides these there are several places which command admirable views of the *Horunger* (pp. 153, 159); lastly the *Utladal* (p. 155), the *Leirdal* (p. 158), the *Visdal* (p. 145), and the *Galdhøpig* (p. 147). Unless the traveller is prepared for a somewhat rough expedition with 8-10 hrs. walking daily, he should content himself with walking or riding to Eidsbugarden, ascending the *Skinegg* (p. 139), and visiting the ice-lake in the *Melkedal* (p. 152).

The following are the best Starting Points for a tour in Jotunheim: — *Skogstad* and *Nystuen* (p. 96), from which Eidsbugarden is a short day's walk only; *Aardal* (p. 101) on the Sognefjord, whence we proceed in 7-8 hrs. to the *Vettisfos* (p. 102), the starting-point of the routes mentioned at pp. 154, 155; and lastly *Skjolden* on the Sognefjord (comp. p. 158). On the journeys described in R. 16, however, the traveller must be prepared for frequent delays, with the exception of R. c, from *Bredevangen* to *Rødsheim* (p. 131). The time occupied in crossing Lake Bygdin (p. 136) also greatly protracts the route from *Fagerlund*, which is otherwise an interesting approach to Jotunheim (p. 134).

The Equipment required by the traveller is similar to that used by Alpine mountaineers, but everything should if possible be even more durable, as he will frequently have to ford torrents, wade through marshes, and walk over very rough stony ground *(Ur)* for hours in succession. Heavy luggage should be left behind, as it hampers the traveller's movements, besides requiring an additional horse for its transport. The Guides are generally very inferior to those of Switzerland or the Eastern Alps, and but few of them possess an ice-axe *(Iseexe)*, ropes, or other equipments for a glacier-tour. The usual fee is 4 kr. per day, but the charges for the different expeditions are given in each case. The guide is not bound to carry more than 2 Bismer pounds (22 lbs.) of lug-

gage, and even this weight he carries very unwillingly. In the longer tours, therefore, the traveller must engage a porter, who receives about two-thirds of a guide's fee. No charge is made for the return-journey. In the hire paid for a horse the services of an attendant are never included, but must be paid for separately; if he is a full-grown man *(voxen mand)* he receives the same fee as the guide.

The distances in the following tours are calculated throughout for vigorous and active travellers. It should be borne in mind that the walking in Jotunheim, owing to the want of roads, is much more exhausting than among the Swiss mountains; so that travellers should not attempt to do too much in one day.

In accordance with the standard Norwegian rule of travel, which applies specially to Jotunheim, horses, guides, and boats should always be ordered in good time, and if possible on the day before they are wanted.

a. From Fagerlund in Valders to Raufjordsheim, and across Lake Bygdin to Eidsbugarden.

88 Kil. (55 Engl. M.). A journey of two days: 1st. Drive to (45 Kil.) *Beito*, the last skyds-station ('fast'); walk to *Raufjordsheim* in 3½ hrs. — 2nd. Ascend the *Bitihorn* early in the morning, 3-4 hrs. there and back; row across *Lake Bygdin* to *Eidsbugarden* in 8 hrs.

The following outline of a tour including the finest scenery of Jotunheim may also be given here: — 1st Day. From Fagerlund to *Raufjordsheim*, and ascend the *Bitihorn* in the evening. — 2nd. Row to the *Nybod* (p. 136), and walk through the *Thorfinsdal* and *Svartdal* to the *Gjendebod* (p. 141) on Lake Gjende. — 3rd. Ascend the *Memurutunge* with a guide, and walk in the afternoon to *Eidsbugarden* (p. 139). — 4th. Ascend the *Skinegg* (p. 138), returning by *Tvindehoug* on Lake Tyin (a short day). — 5th. Proceed with guide through the *Melkedal* to *Skogadalsbøen*. — 6th. With guide across the *Keiseren* to *Fortun* (p. 158), or through the *Utladal* (p. 157) to the *Vettisfos*.

Fagerlund in Valders, see p. 93. — The road to the district of Østre-Slidre diverges to the N.W. from the Lærdalsøren road and enters the valley of the *Østre-Slidre Elv*. It is nearly level at first, but afterwards ascends rapidly through a wood. To the left, below, lies the *Sælbo-Fjord*, high above which stand several gaards. In the distance rise snow-mountains. Several gaards and on the right the loftily situated church of *Skrutvold* are passed. Below the road, farther on, is the *Voldbo-Fjord*, at the N. end of which lies the church of *Voldbo*.

17 Kil. **Rogne** (**Inn*, often full in summer) lies just beyond the church of that name. To the E. rise *Méllene*, a mountain range, the W. summit of which is the *Øiangenshøi*, affording a fine survey of the Bitihorn, Mugnafjeld, and other mountains (ascent 3-3½ hrs.; guide 1 kr. 60 ø.).

From Rogne across the *Slidreaas* to *Fosheim* (22 Kil.), by a good road, see p. 94.

The road crosses the *Vinde-Elv*, which descends to the Voldbofjord and forms a waterfall higher up. It next skirts the *Hæggefjord*, and then ascends steeply to *Hægge*, with its old timber-built *Church (p. 22). At about 13 Kil. from Rogne we pass *Northorp*, a genuine Norwegian gaard. To the left, farther on, are the *Dalsfjord* and the *Mørstafjord*, which a river connects with each other and with the *Hedalsfjord*.

16 Kil. *Kjøk* (*Station). Farther on, to the left, are the Hedalsfjord and *Lake Øiangen*. Fine view of the lake, with the *Stellefjeld*, *Mugnatind*, and *Bitihorn* (see below).

12 Kil. **Beito** (2460 ft.; *Inn, unpretending), the last skydsstation. On Sundays the neighbouring peasantry assemble here to dance their national 'Springdans', accompanied by the strains of the 'Norske Harp'.

The path from Beito to the Raufjord Hotel (guide $1^1/_2$ kr.; comp. *Map*, p. 132) leads to the N.W., and is at first nearly level, but afterwards ascends steeply. At (1 hr.) the top of the hill is a marshy plateau enclosed by mountains, the Mugnatind to the W., and the precipitous *Bitihorn* (see below). In 1 hr. more we reach the *Smørhul-Sæter*. [By making a digression of 2-3 hrs., with a guide, the traveller may now ascend the Bitihorn, viâ the Bitihorn-Sæter (3460 ft.), but the excursion is easier from the Raufjord; see below.] The path ascends steeply for 25 min. more. Extensive view towards the S.; quite near us, on the left, rises the Bitihorn. The path now descends towards the N., close to the precipitous rocks (echo). After a walk of 1 hr. across marshy ground, passing round the Bitihorn, we reach the houses on the Raufjord, which are inhabited in summer only. The northernmost of these is called the —

Raufjordsheim (3575 ft.), containing six beds, and affording tolerable food (inferior to the club-huts; charges the same). Guide from this point to Hestevoldene $1^1/_2$, to Nybod 2, to Gjendesheim 4, Besse-Sætre $4^1/_2$, Eidsbugarden 6 kr. — The water of the *Raufjord*, an arm of Lake Bygdin, is strongly impregnated with iron, tinging the stones on its bank with its reddish colour (whence the name, *rau* being the same as *raud* or *rød*, 'red'). This desolate region, in which several snow-mountains are visible, is beyond the zone of trees and resembles an Arctic landscape.

The Ascent of the Bitihorn from Raufjordsheim takes 3-4 hrs., there and back (guide unnecessary). The traveller ascends the W. slope the whole way to the top. Several swamps near the beginning of the ascent are avoided by keeping to the left as far as possible. The summit soon becomes visible, serving as a guide. For an hour the route traverses 'Rab' or ground covered with underwood (juniper- bushes, dwarf birches, and Arctic willows) and the soft soil peculiar to the Norwegian mountains, and for another hour it ascends somewhat steeply over rock. Near the top is a cleft with perpendicular sides, containing snow and ice at the bottom.

The ***Bitihorn** (5270 ft.) rises on the boundary between Jotunheim and the great plateau extending to the E. of that region. To the W. we survey an imposing Alpine scene, and to the E. a lofty table-land diversified with large lakes and a few peaks, while Lake Bygdin lies immediately below, on the N.W. side of the Bitihorn.

This mountain may therefore be called the 'Rigi' of Norway. To the W. rise the mountains near Lake Bygdin, conspicuous among which are the *Kalvaahøgda* and *Thorfinstinder;* more to the left, the *Uranaastind*, the *Langeskavlen*, the *Horunger*, and the *Koldedalstinder*. Towards the E. rise the isolated summits of *Skaget* and *Mellene*, and below us lie the *Vinstervande*. To the N. we observe the grey *Valdersfly*, and farther distant, to the N. of Lake Gjende, the *Beshø* and *Nautgardstind*. To the S. are *Lake Øiangen*, the valley of *Østre Slidre*, and the *Mugnatind*, *Suletind*, and other mountains.

From Raufjordsheim to Eidsbugarden by boat in 7-8 hrs., including stoppages (for 1, 2, 3 persons with two rowers 8 kr. 40 ø., 10 kr., 12 kr. respectively; to Nybod only, 4 kr., 4 kr. 40, 5 kr. 20 ø.; those who hire a guide here may utilise him as a rower, so that one other only need be taken). Crossing the Raufjord, the boat soon passes through the *Bygdinsund* and enters ***Lake Bygdin** (3575 ft.), the largest of the three lakes of Jotunheim, about 15 Engl. M. in length from E. to W., 1-2 M. in breadth, and at places 700 ft. deep. On the N. side it is bounded by lofty mountains, whose precipitous slopes afford excellent pasturage. The large herds of cattle which graze here in summer are sent to the Christiania market in September. The S. bank is lower and less picturesque. Storms sometimes render the navigation of the lake impracticable. The walk along the N. bank to Eidsbugarden (10-12 hrs.) is extremely wearisome, though all danger has vanished since the Tourist Club improved the path and bridged the streams.

The boat skirts the N. bank. On the right we first observe the *Sund-Sæter* and the *Breilaupa* which descends from the Kalvaahøgda (see below). About 4 Kil. farther on is the 'fælæger' of *Hestevolden*, whence the ***Kalvaahøgda** (7160 ft.), affording a magnificent view of the Jotunheim mountains, may be ascended.

We next pass the deep *Thorfinsdal* (see below), with remains of ancient moraines at its entrance. At the base of the *Thorfinstind* we then reach the *Langedals-Sæter*, and near it the **Nybod**, a shooting-lodge belonging to *Hr. Sæhli*, a 'Storthingsmand', of which the neighbouring cowherd has the key.

From the Nybod we may ascend the huge ***Thorfinstind** (about 7050 ft.; 7 hrs., there and back), the jagged crest of which is called the *Brudefølge* ('bridal procession'). Fine survey of Lake Bygdin and half of Valders, and particularly of the other Thorfinstinder to the N., the Svartdalspigge, and the Knutshulstind (p. 144). This ascent should be made in the morning, to avoid falling stones.

From the Nybod to Lake Gjende there are two routes. One leads to the N.W. through the **Langedal**, passing the *Langedalstjærn*, and crossing the glacier (6200 ft.) between the *Sletmarkhø* (7170 ft.) on the left and the *Svartdalspigge* (7120 ft.) on the right into the *Vesle Aadal*. Guide 2 kr., but rarely to be found at the Nybod. The expedition is very grand, but somewhat toilsome. — A preferable and comparatively easy route (guide 2 kr., but unnecessary) leads to Lake Gjende in 4-5 hrs. through the **Thorfinsdal** and the **Svartdal**. It ascends steeply at first on the W. side of the Thorfinsdals-Elv, commanding a view of the whole valley, which is sep-

arated from the Svartdal to the N. by a '*Band*', or lofty plain with a series of lakes (p. 134). The path then follows the E. side of the valley. To the left, farther on, we obtain a superb view of the *Thorfinshul*, a basin formed by the Thorfinstinder; before us rise the three *Knutshulstinder*, which enclose the *Knutshul*, but the highest (8310 ft.) of them is not visible. Adjoining the northernmost are several peaks of Alpine character. The highest part of the route is reached at the S. end of the long 'Tjærn' (tarn), to the left, whence we perceive the mountains to the N. of Lake Gjende, particularly the pointed Semmeltind; to the E. the mountain with a sharply cut outline is the Leirungskampen. Beyond the second, and smaller lake (4750 ft.) and a glacier descending from the left, we enter the *Svartdal*, of which there is no definite boundary, and follow the right (E.) bank of the *Svartdøla*; to the left tower the imposing *Svartdalspigge* (7170 ft.). We then cross to the left bank. We soon reach the huge precipice descending to Lake Gjende, called *Gjendebrynet*, through which the Svartdøla has worn a deep gorge (*Svartdalsglupet*). We may either follow the latter from 'Varde' to 'Varde', or (better) ascend a ridge covered with loose stones to the left to the ***Svartdalsaksel** (5855 ft.), which commands an admirable survey of the whole N. side of Jotunheim. To the N.W. are the Melkedalstind (below which lies the Grisletjærn), and the Raudalstinder, Smørstabtinder, and Skarvedalstind; to the N. the Semmeltind, the Memurutind, Tjukningssuen, and Nautgardstind; to the E. the Beshø and Besegg; while at our feet lie the dark-green Gjende with the Gjendetunge and Memurutunge. (From this point the *Svartdalspigge*, 7170 ft., may be ascended without difficulty.) We now descend to the W., below the Langedalsbræ, at first somewhat steeply over loose stones (caution necessary), and then over soft grass. The route then descends by the course of the glacier-stream into the Vesle-Aadal, whence it soon reaches the GJENDEBOD (p. 140). On reaching Lake Gjende, the traveller may prefer to shout for a boat to convey him across the water (10 min.).

Continuing our voyage on Lake Bygdin, we next pass the *Langedals-Elv* and then the *Galdeberg*, where there is a small uninhabited hut. From the hill falls the *Galdebergsfos*. On the S. side of the lake rises *Dryllenøsset* (4865 ft.). Rounding the precipitous rocks of the Galdeberg, we observe to the right above us the *Galdebergstind*, and facing us the *Langeskavlen* (or *Rusteggen*) with the *Uranaastind* (7040 ft.), presenting one of the sublimest spectacles in Jotunheim. On the right next opens the valley of the *Tolorma (Høistakka)*, which forms a waterfall, with the *Grashorung* (or *Snehulstind*, 7145 ft.) in the background. To the S.W. rise the *Koldedalstinder* (6700 ft.), and to the S. the *Skinegg*. Looking back, we observe the three peaks of the *Sletmarkhø*. The lake owes its milky colour to the *Melkedøla*, a genuine glacier-brook. After a row from the Raufjordsheim of about 6 hrs. in all, we reach the timber-built —

Eidsbugarden, or *Eidsbud*, situated at the W. end of Lake Bygdin, about 100 ft. above the water, where the accommodation is similar to that afforded by the club-huts (same charges). This is the most beautifully situated 'hotel' in Jotunheim, and is the starting-point for several magnificent excursions.

The ascent of the ***Skinegg** (ca. 5085 ft.) from Eidsbugarden takes $1^1/_2$ hr. (or there and back $2^1/_2$ hrs.; no guide required). We cross the stream descending from the Eid between lakes Bygdin and Tyin, and ascend straight to the northern peak, avoiding

the soft snow-fields as much as possible. (The southern peak is apparently, but not really, the higher.) The view from the summit, where rocks afford welcome shelter, is justly considered one of the finest in Jotunheim, though shut out on the E. side by the higher 'Egg' (edge, ridge) of which the Skinegg is a spur.

To the S. we survey the Tyin and the whole of the Fillefjeld, with the Stugunøs near Nystuen and the majestic Suletind (5810 ft.). Of more absorbing interest are the mountains to the W. and N., where Tyseggen, the Gjeldedalstinder (7090 ft.) and Koldedalstinder (6700 ft.; Falketind, Stølsnaastind) with their vast mantles of snow, and farther distant the Horunger (beginning with the Skagastølstind on the left, and ending with the Styggedalstind to the right) rise in succession. Next to these are the Fleskedalstinder, the Langeskavlen, the Uranaastind (7040 ft.), with a huge glacier on its S. side, the Melkedalstinder, the Grashorung, and other peaks. To the N. rise the mountains on the N.W. side of Lake Gjende, and still more prominent are the Sletmarkhø, Galdebergstind, and Thorfinstinder on Lake Bygdin. Of that lake itself a small part of the W. end only is visible.

To Tvindehoug on Lake Tyin (p. 139) we may descend direct from the Skinegg towards the S.W. — A circuit to the top of the Skinegg, down to Tvindehoug, and back to Eidsbugarden may be made in 5-6 hrs.

The Ascent of Langeskavlen, there and back, takes half-a-day (guide necessary, 2 kr.). The route ascends the course of the *Melkedøla* (p. 151), and, instead of turning to the right towards the Melkedal, leads to the left into a side-valley, where we keep as far as possible to the right. The bare summit of **Langeskavlen** (about 5900 ft.) towers above masses of snow. The view embraces the mountains seen to the W. of the Skinegg, to which we are now nearer, and also the whole of Lake Bygdin as far as the Bitihorn.

The Uranaastind (6-7 hrs. from Eidsbugarden, or a whole day there and back; guide necessary, 4 kr.) is ascended partly by the route to the Langeskavlen, which after a time we leave to the W. in order to ascend the extensive *Uranaasbræ*. We then cross that glacier to the *Bræskard*, whence we look down into the Skogadal to the W. (p. 156). Lastly an ascent on the N. side of about 800 ft. more to the summit of the ***Uranaastind** (7035 ft.), which is also free from ice or snow. This is the highest E. point of the *Uranaase*, the W. end of which also presents an imposing appearance when seen from Skogadalsbøen (p. 156). The extensive view vies with that from the Galdhøpig (p. 147). Towards the E. the Uranaastind descends precipitously into the Uradal (p. 156). To the S. it sends forth two glaciers, the Uranaasbræ, already mentioned, and the *Melkedalsbræ*, the E. arm of which descends into the Melkedal (p. 151), while the W. arm, divided again by the *Melkedalspigge*, descends partly into the Melkedal, and partly to the Skogadal (p. 156). Experienced mountaineers may descend the mountain by the last-named arm of the glacier, which has to be traversed for 1 hr.; the lower part only is furrowed with crevasses *(Sprækker)*.

b. From Skogstad and Nystuen to Tvindehoug and Eidsbugarden.

30 Kil. Bridle Path (horse to Tvindehoug 4 kr.). Some travellers, however, will prefer to walk to (2½ hrs.) Lake Tyin, row to (12 Kil.) Tvindehoug, and walk thence to (6 Kil.) Eidsbugarden.

Skogstad and *Nystuen* on the *Fillefjeld* (see p. 96), lying on the great route through Valders to the Sognefjord, are favourite starting-points for Jotunheim (horses and guides at both). By the *Opdalstøle*, the home of the guide and boatman Knut Jørstad, about halfway between these stations, the route to Lake Tyin di-

verges to the N. and in 1½ hr. crosses the hill which separates it from the district of Valders. Fine view from the top of the hill of the snowy Gjeldedalstind, the Koldedalstind, and the Stølsnaastind to the N.W. of the lake.

Lake Tyin (3630 ft.), 10 Engl. M. long, 1-2 M. broad, and at places over 300 ft. deep, with a wide bay at the W. end from which the *Aardøla* issues, is a beautiful Alpine lake, the banks of which, like those of the other lakes of Jotunheim are uninhabited, except by a few cowherds in summer, the most important of whose 'Fælæger' are marked in the map (p. 132). At the S. end, where the lake is reached, lies the unpretending inn of *Jotunstølen*, with six clean beds. Boat to Tvindehoug (for 1, 2, 3 persons with 1 rower 2 kr. 40, 2 kr. 80, 3 kr. 20 ø.; with 2 rowers 3 kr. 60, 4 kr. 40, 5 kr. 20 ø.). On every side rise lofty mountains. Above the Fælager of *Maalnæs* towers the pyramidal Uranaastind (p. 140), and to the S. rises the Suletind on the Fillefjeld.

Tvindehoug, a large club-hut of the Turist-Forening (kept by *G. Skattebo*), is one of the chief stations of the Jotunheim guides. Ascent of the *Skinegg* (p. 138) 1½-2 hrs.; guide hardly necessary.

The **Koldedalstind** or *Falketind* (6700 ft.), to the N.W. of Lake Tyin, is most conveniently ascended from Tvindehoug (8-10 hrs.; guide 4 kr.). We row across the lake, ascend the valley of the *Koldedøla* to the foot of the Falketind, and then climb, most of the way over glaciers, to the summit. The view is one of the wildest in Jotunheim. The Falketind was ascended in 1820 by *Prof. Keilhau* and *Chr. Boeck*, and was the first of the Jotunheim mountains ever climbed. The dangerous descent to the Koldedal (p. 154) should not be attempted. — From Tvindehoug to the *Vettisfos* through the Fleskedal and Koldedal, see p. 154.

Skirting the lake, and then crossing the low *Eid* or isthmus which separates lakes Tyin and Bygdin, we reach *Eidsbugarden* (p. 137) in about 2 hrs. more.

c. From Eidsbugarden to the Gjendebod on Lake Gjende.

From Eidsbugarden to the *Gjendebod*, 4-5 hrs.; guide (hardly necessary) 2 kr. 40 ø., horse 4 kr. (A still finer route than the present is that already described, from the *Nybod* through the *Thorfinsdal*, pp. 136, 137.) On the same afternoon ascend the Memurutunge and return by boat from the Memurubod.

Eidsbugarden, see p. 137. We take the road along the N. bank of Lake Bygdin, cross (¼ M.) the rapid *Melkedøla* (p. 151) by a narrow wooden bridge, and reach in about ¾ hr. more the *Tolormbod*, at the mouth of the *Tolorma* or *Høistakka*, which point may also be reached by boat (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., or 1 kr. 20 ø.). Grand retrospective view of the snow-mountains to the W. (comp. p. 135).

The path ascends the left bank of the Tolorma, on the W. slope of the *Galdebergstind*, and mounts the *Oksdalshø*, crossing (1½ hr.) a brook which descends from that mountain. The route then leads somewhat steeply up the *Gjelhø* to the N.E. to the plateau of *Grønneberg*. To the left rises the *Grashorung* (7145 ft.)

with the Snehul, and to the right the huge *Sletmarkhø* (7170 ft.), the glacier of which descends into the Vesle Aadal. Having crossed the Grønneberg, we descend rapidly to the N.E. into the **Vesle Aadal,** which is bounded on the N. by the *Gjendetunge*, and follow the brook down to Lake Gjende. Here we turn to the N., pass round the Gjendetunge, and cross by a new bridge to the —

Gjendebod, a well-equipped club-hut, situated at the entrance to the *Store Aadal*, and at the foot of the precipices of the Memurutunge. It accommodates 20 persons; and the moderate charges are fixed by tariff (good wine). Guide: *Erik Slaalien.* — Boat to the Memurubod with 1 rower for 1, 2, or 3 pers., 2 kr., 2 kr. 40, 3 kr. 20 ø., with 2 rowers 3 kr. 60, 4 kr., 4 kr. 80 ø.; to Gjendesheim with 1 rower 3 kr. 20, 4 kr., 5 kr. 20, with 2 rowers 6 kr., 6 kr. 80 ø., 8 kr. (also for 4 pers.). The second rower should not be dispensed with, though his place may be supplied by the guide.

***Lake Gjende** (3310 ft.), 11 Engl. M. long, $^1/_2$-1 M. in width, and 480 ft. deep at the deepest part, extends from W. to E., where the *Sjoa*, a tributary of the Laagen, issues from it. It presents a still more Alpine character than Lake Bygdin. On both sides, it is enclosed by perpendicular mountains, among which the *Beshø* (7585 ft.), on the N. or 'Solside', and the *Knutshulstind* (8310 ft.), and *Svartdalspig* (7170 ft.), on the S. or 'Bagside', are the loftiest. These peaks, however, cannot be seen from the Gjendebod, but become visible as we ascend the Store Aadal. There are but few places on the banks of the lake where landing or walking for any distance is practicable. The colour of the water is green, especially when seen from a height. The lake is fed by a very small number of wild glacier-torrents. Storms often render the lake dangerous for boating for days together, and the N. wind sometimes divides in the middle of the lake and blows at the same time towards the E. and towards the W. The lake is also often covered with fog *(Gjendeskaven).*

The Ascent of the Memurutunge takes about 4 hrs., or including the descent to the Memurubod 6 hrs. at least (guide 2 kr.). From the Gjendebod we may either make the extremely steep ascent to the E. by the *Bukkelæger* or the *Høgstueløfte* (dangerous without a guide), or follow the bridle-path through the *Store Aadal* for about $1^1/_2$ hr., ascending the left bank of the stream, and then ascend rapidly to the right (practicable for riding; see below). The ***Memurutunge**, a hilly plateau about 5020 ft. in height, with snow-fields, small lakes, and interesting Alpine flora, forms a kind of mountain-peninsula, bounded on the W. by the Store Aadal, on the S. by the Gjende, and on the E. and N. by the Memuru-Elv. Farther to the N. it is encircled by lofty snow-mountains.

The View is one of the most renowned in Norway. To the S. are the Knutshulstind with its deep 'Hul', and the Svartdalspig, between which lies the deep Svartdal; then the Langedal and the Sletmarkhø; to the W. rise the pointed Melkedalstinder and Raudalstinder, prominent among which is the Skarvdalstind, all near the Raudal. To the N.W. lies the Langevand with the Smørstabtind, the Kirke, and the Uladalstinder. To the N. the Hinaatjernhø, Memurutinder, and Tjukningssuen. To the E. the Beshø and other peaks. — Instead of returning by the same route, it is far more interesting to traverse the Memurutunge to its E. end and then

descend the steep slope to the *Memurubod* in the valley of that name. In this case a boat must be ordered before starting to meet the traveller at this point.

From the Gjendebod we may also ascend the ***Gjendetunge** (5095 ft.), which commands the same view as the Memurutunge, with the addition of a survey of the whole lake. We cross the bridge to the W., follow the path on the W. bank of the river to the N. for about 1/2 hr., and then ascend steeply to the left.

The ascent of the **Knutshulstind** (8310 ft.) from Gjendebod presents no great difficulty (8 hrs.). We cross the lake and ascend the Svartdalsglupet (p. 137) to the Svartdal, whence we climb to the E. to the summit. The first ascent was made in 1875.

FROM THE GJENDEBOD TO SKOGADALSBØEN THROUGH THE RAUDAL, 10-12 hrs. (guide to the Guridals-Sæter 8 kr. 80 ø., to Berge near Fortun 16-18kr.). If the Muradn sæter in the Utladal (p. 157) is open, which may be learned at the Gjendebod, the night may be spent there, in whichever direction the route is taken, though the club-hut at Skogadalsbøen offers more comfortable quarters. (Instead of the Raudal route, the traveller may prefer that through the *Store Aadal*, the *Gravdal*, and the *Utladal*, 1 1/2 day, a night being spent on the Leirvand. Guide to Berge 10 kr.; horse, with sidesaddle if desired, 4 kr. per day, and as much more to the attendant.)

The route leads up the *Store Aadal* on the right bank as far as a (1/2 hr.) waterfall formed by a brook descending from the Grisletjærn. It then ascends rapidly to the left. Farther on, it crosses the brook and leads on the N. side of the *Grisletjærn* and the following tarns to the *Raudalshoug* (3 hrs. from the Gjendebod), where the **Raudal** begins. This grand, but unpicturesque valley, with its almost uninterrupted series of lakes, lies to the N. of and parallel with the Melkedal (p. 151). The valley is nearly level, and there is no distinguishable watershed. Here and there are large boulders deposited by the glacier which must once have filled the valley. On reaching the '*Band*', or culminating point we enjoy admirable *VIEWS in both directions: to the right rise the *Raudalstinder* (7410 ft.), to the left is the *Melkedalstind* with its perpendicular wall, and between them peeps the Fanaraak (p. 152) in the distance; looking back, we observe the Raudalstind on the left, the *Snehulstind* (Grashorung) on the right, and between them the *Sletmarkhø* (p. 140) with a fine amphitheatre of glaciers. It takes about 1 1/2 hr. to cross the 'Band', from which a route leads to the W. round the Svartdalsegg to the Langvand and the Store Aadal (a round of 10-12 hrs. from the Gjendebod). We next cross the *Raudals-Elv* by a snow-bridge and traverse rough and toilsome 'Ur' and patches of snow on the W. side of the valley, skirting a long lake for the last 1 1/2 hr. (patience very necessary here). As we approach the ***Raudalsmund**, the precipice with which the Raudal terminates towards the Store Utladal, the scenery again becomes very grand. A view is obtained of the mountains of the Utladal and Gravadal, including the curiously shaped *Smørstabtind* (7305 ft.), from which the *Sjortningsbræ* descends. To the E. we survey the whole of the Rauddal, lying between the *Raudalstind* on the N. and the *Melkedalstind* (p. 152) on the S. The red *(raud, rød)* colour of the 'gabbro' rock-formation here has given rise to the name of the valley. Erratic glacier-blocks occur frequently.

The route now descends on the S. side of the waterfall of the Raudalselv to the *Store Utladal*, about 3/4 hr. above the *Muradn-Sæter* (p. 157).

The *Row across Lake Gjende, from Gjendeboden to Gjendeosen (3-4 hrs.), is not practicable in stormy weather. Soon after starting a view is obtained to the S. of the Svartdal (p. 143), at the entrance of which lies the cattle-shed of *Vaageboden*. To the N. rises the *Memurutunge* (p. 143). About halfway, at the mouth of the *Memurudal*, is the club-hut of *Memurubod*. To the N.W., at the head of the Memurudal, rises the *Semmeltind*. Toward the N.E. is the *Beshø*, while more to the E. the *Veslefjeld* descends abruptly to the lake.

From the E. end of the lake, named *Gjendeosen*, issues the small river *Sjoa*. On the N. bank here lies the club-hut of **Gjendesheim**, the best of the kind in Jotunheim (R. 80, B. 70, D. 1-1 kr. 30, S. 70 ø.), forming admirable headquarters for ascents (Veslefjeld and Besegg 7-8 hrs., there and back; Beshø 8-9 hrs., with guide) and excursions.

A good bridle-path leads N. in 1 hr. to the *Bessa*, on the N. bank of which lie the *Bes-Sæters* (good quarters at the upper sæter). We do not cross the river, but follow the path on its S. bank indicated by *Varder* ('stone heaps') to the height by the *Besvand* (4525 ft.; 340 ft. deep), where the routes divide. The lofty Beshø here becomes conspicuous to the right. Our route ascends to the left and in 1½-2 hrs. more reaches the barren and stony **Veslefjeld** (5675 ft.). The view embraces the whole of the dark-green Lake Gjende, with the Koldedalstinder and Stølsnaastinder to the S.W.; most imposing, however, is the survey of the neighbouring Beshø, while to the N. rises the Nautgardstind. — We may now proceed towards the W. along the crest of the Veslefjeld, rising between the Besvand and the Gjende, which lies 1200 ft. lower than the Besvand. This crest gradually narrows to the ***Besegg**, a very curious ridge or arête, a few feet only in width, descending precipitously to both lakes, particularly to the Gjende.

Travellers with steady heads may follow the giddy 'edge' for ½ hr., or even as far as the *Eid* separating the two lakes, and not rising much above the level of the Besvand. It is also possible to proceed to the Memurubod (see above) by following the base of the Beshø. It is, however, preferable to return to the Bes-Sæters, or to descend direct to Gjendesheim.

The ascent of the **Beshø** (7585 ft.) from Gjendesheim takes 8-9 hrs. (there and back), and richly repays the exertion. The route coincides with that above described as far as the *Besvand*, but at that point we cross the lake and ascend along the *Beshøbræ*. The view from the summit embraces the whole of Jotunheim. Far below lie the Memurutunge, the Besvand, Lake Gjende, and the Rusvand. The slope towards the last is precipitous.

From the Bes-Sæters we may proceed along the W. bank of the *Upper Sjodalsvand* (3255 ft.) to (1½ hr.) the *Besstrands-Sæter*, where the road to Storvik in the Gudbrandsdal (p. 121) begins. We then follow this road, passing the *Lower Sjodalsvand* (3240 ft.) traversing a spur of the *Besstrands Rundhø* (4910 ft.), and crossing the *Russa-Elv*, to (1½ hr.) the three —

Ruslien Sæters (3125 ft.; good quarters at all).

The Ascent of the Nautgardstind ('neat-yard peak'), a broad and partly snow-clad pyramid but with a summit free from snow, may be made from these sæters in 3-4 hours. It is sometimes spoken of as a 'Dametind', partly because of its graceful form and partly because the ascent has been frequently accomplished by ladies. The path follows the cattle-track ('koraak') to the *Hindfly*, where it turns to the left to the *Søndre Tværaa* and round the *Russe Rundhø*, traversing 'Ur'. Fine view hence, to the S.W., of the *Tjukningssuen* (7910 ft.). We now come in sight of the slightly flattened and snowless summit of the ***Nautgardstind** (7615 ft.), to which we have still a steep ascent of about ½ hr.

on the N.E. side of the cone. On the W. side the Tind ends in a vast 'Botn' or basin, 1600 ft. in depth. To the E. the view embraces the extensive 'Sætervidder' of the Gudbrandsdal with their isolated peaks, as far as the Rondane and the Sølentind in the Østerdal. The prominent mountains to the S. are the Beshø and the Knutshulstind, while far below us lies the dark-green Rusvand. The grandest peaks to the W. are the Memurutind (7965 ft.), the Heilstuguhø (7915 ft.), and the Leirhø (7884 ft.), with their connected glaciers; then the Galdhøpig, and nearer us the Glittertind.

From the Ruslien-Sætre to the Memurubod on Lake Gjende, a long and somewhat fatiguing day's walk (9 hrs.). The route at first follows the left bank of the *Russa-Elv*, crosses the *Søndre* and *Nordre Tveraa* (which must be forded), and reaches the (3 hrs.) *Rusvasbod*, at the E. end of the crescent-shaped **Rusvand** (4085 ft.), a lake 7 Engl. M. in length. The little frequented path skirts the N. bank of the lake, crossing several mountain-torrents. To the S. are the precipices of the massive Beshø (see below). At the (3 hrs.) W. end of the lake we ascend the *Rusglop*, between the *Gloptind* on the S. and the *Tjukningssuen* (7910 ft.) on the N., and then pass the *Hesttjern*, lying to the right. After following the height to the S. for some distance farther, there is a steep descent to the (3-4 hrs.) *Memurubod* (p. 141), where the muddy *Memuru-Elv* is crossed by a bridge. Thence to the *Gjendebod*, see below.

Route from the Ruslien Sæters to *Storvik*, see p. 131.

From Gjendesheim an interesting route (to which, however, the great difficulty of crossing the Leirungs-Elv is a serious drawback) leads through the **Øvre Leirungsdal** to the *Svartdal*, and thence along the *Svartdalsaksel* to the *Gjendebod* (see below). Guide necessary (5 kr. 20 ø.).

From Gjendesheim to Lake Bygdin (6-8 hrs., guide 4 kr.; not a very attractive route). The path leads on the S. bank of the Sjoa to the *Leirungsvand* and passes round the E. side of the lake. It then ascends the course of a brook to the S. to the *Brurskardknatte*, avoiding the extensive marshes of the Leirungs-Elv in the valley of that stream. Around the Leirungsdal rise the imposing *Synshorn*, *Mugnatind*, *Knutshulstind* (7830 ft.), *Kjærnhulstind* (7760 ft.), and *Høgdebratted*. At the top of the hill towards the S. we reach a dreary plateau called the *Valdersfly* (4100 ft.; *Fly*, 'marshy mountain-plateau'), with its numerous ponds. Keeping a little to the E., we then descend by the *Rypekjern* stream to the *Strømvand*. For a short distance we follow the W. bank of the lake, cross the Vinstra by a bridge, turn towards the S.W., past a spur of the *Bitihorn*, which has been visible from the Valdersfly onwards and thus reach the *Raufjordsheim Hotel* near the E. end of Lake Bygdin (see p. 136).

Those who take this journey in the reverse direction should row from the Raufjord Hotel to the *Sund-Sæter* at the N.E. end of Lake Bygdin, and along the *Breilaupa* (p. 136), which descends from the Kalvaahøgda on the N., and ascend towards the N.E. to the Valdersfly, on which the route unites with that described above.

d. From the Gjendebod to Rødsheim.

1½ Day. On the first day we walk to *Spiterstul* in 8-10 hrs., and on the second to *Rødsheim* in 5 hrs. — Guide (scarcely necessary for travellers with a map and compass, as there are numerous 'Varder') to Spiterstul 4 kr., to Rødsheim 5 kr. 60 ø.; horse as far as the foot of the steep ascent to the Uledalsvand 2 kr. 60 ø., whereby the fatigue is much diminished.

The very fatiguing but exceedingly grand walk from the Gjendebod to Spiterstul should not be attempted without a guide. The route ascends the left bank of the *Store Aadals-Elv* and passes through the defile of *Høistuten*, between the Memurutunge and the Gjendetunge. To the right falls the *Gtimsdalsfos*. Splendid

view of the Semmeltind to the N. (see below). After 1 hr. we reach the *Vardesten*, a large mass of rock, 1/2 hr. beyond which the bridle-path to the Memurutunge diverges to the right (p. 140). We next observe, to the left of the Semmeltind, the Hellerfos (see below), and to the left, above it, the *Uladalstinder* (7605 ft.; easy ascent, splendid view). Pedestrians will find the passage of the *Semmelaa*, which descends from the *Semmelhul* glacier, unpleasant. (The Semmelhul is also crossed by a route into the Visdal, which is no less rough and fatiguing than the present route.) Our path now ascends rapidly on the E. (right) side of the wild *Hellerfos*, the discharge of the Hellertjærn, and reaches the top of the hill in 1/2 hr. (2 hrs. from the Gjendebod). Beautiful retrospective view of the Sletmarkhø and Svartdalspig; the Knutshulstind, rising more to the E., is concealed by the Memurutunge. The route traverses a curious-looking mountain-waste, bounded by the Uladalstinder. Blocks of rock deposited during the glacier-period are arrayed along the edges of the mountains like soldiers. We now skirt the *Hellertjærn* (4300 ft.) in a N.W. direction and then turn to the right into the insignificant valley which leads to the N., and afterwards more towards the E., to the Uladalsband. The serious part of the ascent soon begins (2 1/2 hrs. from the Gjendebod), and riders must dismount.

From the Hellertjærn to the Leirdal and Rødsheim, a route 3-4 hrs. longer than our present route, is much less toilsome (guide, unnecessary, to Ytterdals-Sæter 5 kr. 60 ø.; horse to Rødsheim, with side-saddle if required, 8-10 kr.). From the Hellertjærn the path next reaches the *Langvand*, or *Langvatn* (4630 ft.), and skirts its N. bank (for 1 1/2 hr.). On the right rise the Uladalstinder; to the S. *Svartdalseggen* (7215 ft.). At the W. end of the lake the path ascends past the two *Høgvageltjærne* to the **Høgvagel** ('Vagge', a Lapp word, signifying 'mountain-valley'; 5430 ft.), the highest point of the route, which commands an imposing survey of the Horunger to the S.W. The path then descends to the *Leirvand* (4925 ft.) and traverses a dreary and monotonous region. Through the *Leirdal* to *Rødsheim*, see p. 148.

A steep ascent of 1/2 hr. brings us to the first of the *S. Uladal Lakes* (ca. 5180 ft.), which, like the second and fourth, lies to the left; the third is to our right. The route, which is extremely rough and toilsome here, keeps to the right and passes the foot of the slopes of the *Semmeltind* (7480 ft.; *Semmel*, 'a female reindeer'). After another hour it reaches the **Uladalsband** (5760 ft.), its highest point, where it unites with the route across the Semmel Glacier. We now descend to the two *N. Uladal Lakes* (5170 ft.). To the right rises the *Heitstuguhø* (7910 ft.; comparatively easy ascent), the fourth of the peaks of Jotunheim in point of height, affording a fine view of the Ymesfjeld (p. 147). Traversing the exceedingly uncomfortable stony ground on the E. bank of this lake, we at length reach (2 hrs., or from the Gjendebod 6 hrs.) *Uladalsmynnet*, or the end of the Uladal. Splendid view here of the broad Visdal, with the Heilstuguhø on the right, and the Uladalstinder and Tværbottenhorne on the left. Looking towards the W. from

the Visdal itself, we observe the *Kirke* (7070 ft.) rising on the left, past which a path leads to the right through the *Kirkeglup* to the Leirvand (p. 144).

The route through the ***Visdal** (to the Spiterstul 1½-2 hrs. more) follows the right (E.) bank of the *Visa* (*vis*, Celtic *uisge*, 'water'), at first traversing soft turf, which forms a most pleasant contrast to the rough and angular stones of the 'Ur'. After 1 hr. we cross the *Heilstuguaa*, which descends from the extensive *Heilstugubræ*. Early in the morning the passage of the stream is easy, but later in the day, when the water is higher, we ascend a little in order to cross by a bridge (whence the Spiterstul is 1 hr. distant). Shortly before reaching the sæter, we observe to the left, through the *Bukkehul*, the *Styggebræ* and the *Sveilnaasbræ*, two glaciers descending from the Galdhøpiggen group, with magnificent ice-falls, that of the latter being the finest.

Spiterstulen (about 3710 ft.), the highest sæter in the Visdal, commanded by the *Skauthø* (6675 ft.) on the W., affords plain night-quarters for 8-10 persons and good provisions at moderate charges. It is a good starting-point for excursions, but guides are rarely to be found before the reindeer shooting-season in August. If a guide is obtainable, the traveller may ascend the *Leirhø* (7885 ft.), the *Heilstuguhø* (see above), and the *Memurutind* (7965 ft.), the last of which commands a most imposing view.

The **Galdhøpiggen** (p. 147) may also be ascended more easily and expeditiously from Spiterstulen than from Rødsheim. The route (not easily mistaken by experienced mountaineers) crosses the Visa by a bridge ½ hr. to the S. of Spiterstulen, ascends on the N. side of the *Sveilnaasbræ*, and traverses the three peaks of the *Sveilnaasi*. Owing to the glacier-crevasses, however, it is not altogether unattended with danger, and should not be attempted without a guide. Instead of returning from the summit to Spiterstulen, the traveller may descend direct to Rødsheim by Raubergsstulen (but not without a guide).

From Spiterstulen to Rødsheim, about 5 hrs. (no guide required). We soon reach the zone of birches and (½ hr.) a rocky barrier through which the Visa has forced a passage. After another ½ hr. we come to a pine-wood, with picturesque trees *(Furuer)* on the N. side, some of which are entirely stripped of their branches. (The limit of pines is here about 3280 ft. above the sea-level.) Above us, to the left, is an offshoot of the Styggebræ. In ¼ hr. more we cross the *Skauta-Elv*, which forms a waterfall above, by a curious bridge. To the S. we perceive the Uladalstinder (p. 144) and the *Styggehø* (7315 ft.). On the opposite bank of the Visa is the *Nedre Sulheims-Sæter* (3190 ft.), at the mouth of a small valley through which the original route to the Galdhøpiggen ascended. Opposite the sæter the *Glitra* falls into the Visa.

From Spiterstulen or the Nedre Sulheims-Sæter the ascent of the **Glittertind** (8385 ft.), a peak nearly as high as the Galdhøpiggen, may be accomplished in 8-10 hrs. (there and back; guide desirable). The route follows the top of the hill rising between the Glitra and the Skauta-Elv,

and pursues an E. direction. The height first reached is the W. spur of the rocky amphitheatre which encloses the huge basin *(Botn)* lying to the N. In order to reach the highest point the use of an ice-axe *(Isøxe)* is sometimes necessary.

The Rødsheim route continues to follow the E. bank of the Visa. We cross the *Grjota*, the *Smiugjela*, and the *Gokra*. The Visa is lost to view in its deep channel, but we follow the margin of its ravine. An ascent of a few hundred paces to the E. of the path leads to the **Visdals-Sætre** (2960 ft.), where fair quarters for the night are obtainable (particularly at the *Øvrebø-Sæter*).

The **Gokraskard**, an excellent point of view which may be ascended hence, commands a survey of the Uladalstinder to the S., Galdhøpiggen to the S.W., and Hestbræpiggene to the W. — A still finer point is the **Lauvhø** (6710 ft.), whence the Glittertind is also visible.

From the Visdal sæters we may also ascend the **Gokkerdal**, between the Lauvhø on the N. and Gokkeraxelen on the S., to the pass of the **Finhals** (3885 ft.). Following the *Finhals-Elv* thence and crossing the *Smaadals-Elv* in the **Smaadal**, we may turn to the right to the *Smaadals-Sæter* (3905 ft.), from which the huge *Kvitingskjølen* (6975 ft.) to the N. may be ascended. The next points reached are the *Smørlid-Sæter* and the *Naaver-Sæter* on *Lake Thessen*. Thence across the lake and past the *Oxefos* to *Storvik* on the Vaagevand, see p. 130. This route commands fine views of the Galdhøpiggen and the Glittertind, but the Smaadal itself is uninteresting. — Those who take this route in the reverse direction should observe that, about 1 hr. beyond the Smaadals-Sæter, after crossing a brook coming from the right, they must cross the Smaadals-Elv to the left, and on the other side ascend the bank of the Finhals-Elv towards the S.W.

Below the Visdal sæters the path is not easily traceable, but the traveller is not likely to go far wrong. The descent to Rødsheim, skirting the profound **Ravine of the Visa**, presents one of the grandest scenes in Norway. The *Lauva* descends from the right. The sæter-path, now practicable for light carts, descends very rapidly, commanding a view of the huge abyss. On the opposite side runs the path to the Nedre Sulheims-Sæter (p. 145). To the N. lie the gaards of Rødsheim and Sulheim. The first cottages are reached in $1^1/_2$ hr. from the Visdal sæters, and here we cross the curious bridge to the left. — *Rødsheim*, see below.

e. Rødsheim and Environs. The Galdhøpiggen.

Rødsheim or *Røjshjem* (1800 ft.; **Inn* kept by *Ole Halvorssøn Røjshjem*, a good English scholar, and remarkably well-informed on the subjects in which travellers are interested) lies at the junction of the *Leirdal* (p. 158) and the *Visdal* (p. 145), the two valleys enclosing the Galdhøpiggen, and is the best starting-point for the ascent of that mountain and several other fine excursions. The place is therefore often crowded in summer, especially with Norwegian students and pedestrians.

The Ascent of Galdhøpiggen may be accomplished from Rødsheim in 8-9 hrs. (there and back, 14-16 hrs.; less for active and experienced mountain-climbers). The expedition is comparatively easy, especially if the night be spent on the way (at the

Raubergsstulen or, better, in the Juvvashytte), and has even been accomplished by ladies. The usual guides are *Knud Olsen Volø* and his son (5 kr.; horse 4-6 kr.). Alpenstocks ('Alpestave') are provided by the guide. Provisions should also be taken.

We follow the Bæverdal road (p. 148) for about $^1/_2$ hr. and at the *Mongjel Ødegaard* ascend to the left to ($1^1/_2$ hr.) the *Rødbergs-Sæter* (one of the five sæters of *Raubergsstulen*), where accommodation is afforded in a hut belonging to Ole Røjshjem. The Rødbergs-Sæter may also be reached by a direct footpath in $1^1/_2$ hr. (guide desirable). Beyond the sæter we ascend to the S.W. to (1 hr.) the barren and stony summit of the *Galdeshøi* (5240 ft.), whence a view of the *Gokkerdal* and *Gokkeraxelen* is obtained to the E. (The bridle-path, however, rounds this hill on the S. side.) In about $1^1/_2$ hr. more we reach the *Tverbræ* and the *Juvvand* (ca. 6230 ft.), a small glacier-lake, with the *Juvvashytte*, which belongs to K. O. Olsen and was enlarged in 1887 (several beds; beer and coffee; well spoken of). Above rise the amphitheatrical cliffs of *Kjedelen* (7300 ft.). We now for the first time obtain a view of the summit of the Galdhøpiggen and the *Sveilnaasi*, its dark rocky spur, with the *Keilhaustop* and *Sveilnaaspig*, all rising like dark waves above the vast expanse of the snowy *Styggebræ* or *Vetljuvbræ*. Crossing a field of snow and a stony tract, we reach the *Varde* (6365 ft.) on the Styggebræ in 1-$1^1/_2$ hr. and take $^3/_4$-1 hr. more to cross the glacier with its numerous crevasses. The worst part of the route now begins. The route traverses loose stones and skirts a deep yawning abyss on the right and the Styggebræ with its wide crevasses on the left; it then follows a snowy arête, the slipperiness of which makes the precipices on each side appear doubly formidable. The summit, reached in $^3/_4$ hr., is marked by a lofty stone *Varde* which affords some shelter.

The ****Galdhøpiggen** (pron. *Gâllœpiggen*; 8400 ft.) is the highest summit of the *Ymesfjeld*, a peculiar mountain-plateau, which is surrounded by the valleys of the Leira, Visa, and Bævra, and connected with the other mountain-groups of Jotunheim by the *Høgvagel* (p. 144) only. The slopes of the Ymesfjeld on every side are steep. Besides the Galdhøpiggen, there are few summits rising above the general level of its snow and glacier-clad surface. The Galdhøpiggen, the top of which is almost always kept clear of snow by storms, is the loftiest mountain in Norway (*Mont Blanc* 15,784 ft., *Monte Rosa* 15,217 ft., the *Ortler* 12,814 ft.).

The view from the summit is unobstructed in every direction. It embraces the almost equally lofty Glittertind (p. 145) and the Rondane to the E.; the whole of the Jotunfjeldene to the S.; the Horunger, the Smørstabtinder, the Sognefjord, the Jostedalsbræ, and the Nordfjord mountain-chain to the W.; and the Snehættan group to the N. Most of these summits, especially the nearer ones, are pointed and pyramidal in shape, like the Swiss peaks, and do

not present the usual flattened appearance of the Norwegian mountains. The scene somewhat resembles a vast ocean furrowed with enormous billows, or an Arctic landscape. No inhabited valleys are visible. The distant dark blue water of the Sognefjord alone recalls the existence of the nether inhabited world.

The descent is made by the same route to the Rødbergs-Sæter in 4 hrs., and to Rødsheim in $1^1/_2$ hr. more.

Experienced monntaineers may proceed direct from the summit of Galdhøpiggen across the *Styggebræ* or to *Keilhaustop* and *Sveilnaaspig*, and descend by the *Sveilnaasbræ* to the *Spilerstul* (p. 145) in the Visdal and thence proceed to *Lake Gjende*. The route, however, requires the utmost caution, all these 'Pigge' being covered with glacier-ice fissured with crevasses *(Sprœcker)*.

Rødsheim is also the best starting-point for the ascent of the **Lomsegg** (6885 ft.), the summit of which is reached viâ *Gaarden Sulheim* in 5-6 hours. It commands an imposing view of the Glittertind, Galdhøpiggen, and Smørstabtinderne, and of the Fanaraak to the S.W., which, however, seems a long way off.

The best survey of the whole chain is obtained from the **Hestbræpiggene** (6095 ft.), which may be described as the 'Faulhorn' of Jotunheim. The two peaks of that name rise on the other side of the valley, to the N.W. Riding is practicable for part of the way.

A very interesting *Walk of 1-2 hrs. may be taken from Rødsheim to Glimsdal, on the right bank of the Bævra, situated obliquely above Gaard Sulheim. We follow the Lom road (p. 130) and (10 min.) cross the Bævra. A rocky **Hill* here commands a fine view of Rødsheim and the Galdhøer. A pleasant meadow-path then leads to the left through a plantation of alders to (20 min.) the right side of the valley and to **Glimsdal,** a group of farms by the side of which the *Glaama* descends in four falls. We may then ascend by the broad track on the left bank of the Glaama in 20 min. more to *Gaarden Engum* on the hill above.

Close to Rødsheim, by the upper bridge across the Bævra, are numerous *Jættegryder*, or water-worn 'giant cauldrons', the largest of which is about 10 ft. in diameter. The stones they contain have been lodged there by inundations subsequent to the period when the hollows were formed.

From Rødsheim through the *Visdal* or the *Leirdal* to *Lake Gjende*, see pp. 146-143.

f. From Rødsheim over the Sognefjeld to Fortun.

This charming route takes about $1^1/_2$ day (66 Kil.; guide and horse 16 kr.). Walkers shonld pass the night at the (7 hrs.) Bævertun-Sæter and proceed next day to (11 hrs.) Fortun. The first 3 Engl. M. are practicable for driving, but the rest of the way is only a bridle-path.

Rødsheim, see p. 146. Our route leads to ($^3/_4$ hr.) *Bœverdals Kirke*. On the opposite side of the valley is *Bakkeberg*, with large farm-buildings amid smiling corn-fields. The road ascends steeply through the grand gorge of **Galderne*, with its overhanging rocks. To the right we have a view of the Juvtind, to the left of the Hest-

bræ. A little farther on the path divides. The route formerly most frequented follows the course of the *Bævra*, passing the sæters of *Rusten*, *Flekken* (driving practicable to this point), *Netto*, and *Preste* (good accommodation), to the *Høidalsvand* (2155 ft.), the stream issuing from which forms a fine waterfall called the *Høifos*. At the *Rusten-Sæter* the path joins that described below. — The other and preferable route (bridle-path) soon quits the Bæverdal and ascends the lower *Leirdal* to the left. We avoid the first bridge to the right, and cross the *Leira* by the second bridge, at the gaard of *Aamot*, following the left (W.) bank of the stream, and passing *Storlien*. To the left are the huge slopes of the *Store Juvbræ* and the *Store Grovbræ*. Farther on we observe a grand *Gorge*, through which, however, our route does not lead. On the left descends the *Ilfos*, and facing us is the vast *Loftet* (p. 158), with its extensive glaciers; nearer, on the left, is the *Dummehø*, with the lofty fall of the *Duma*, below which lie the Ytterdals-Sætre. — The path next ascends the *Bæverkjærn-Hals* (ca. 3600 ft.; 'Hals', as in Icelandic, 'a pass') and (about 3 hrs. from Rødsheim) quits the Leirdal. [The *Gjende Route* turns to the left here, crosses the stream, and leads past the *Ytterdals-Sætre* to the *Leirvand*; see p. 158.] We here obtain a fine *View of the shallow upper part of the Leirdal, which is surrounded by snow-mountains and glaciers, and farther on we enjoy a splendid panorama of the W. spurs of Galdhøpiggen, Loftet, the Hestbræpiggene, the Høifos, and Bæverkjærnen (in the valley below). At a large *Varde* our path turns to the left and descends to the *Bæverkjærn* (ca. $1^1/_2$ hr. from the Leirdal), which with its numerous promontories and islands resembles a miniature fjord. We remain on the S. bank of the lake, which is about 1 Engl. M. long, and after about 25 min., near the *Rusten-Sæter* (see above), cross a bridge over the Bævra. We then skirt the N. bank of the *Bævertunvand* (3045 ft.). To the W. of this lake rises the *Dummehø*. The whole scene here is one of striking grandeur. At the W. end of the Bævertunvand we at length reach the (6 hrs. from Rødsheim) —

Bævertun-Sæter (3050 ft.), where there is a small but under the circumstances very comfortable house for travellers (five beds at 40 ø. each; eggs, fish, bread, beer, and wine). To this establishment belong 24 cows with their calves, 200 sheep, and 11 pigs. The sheep wander over the mountains in summer without shepherds *(Vogter)*, but the cows, summoned by the cattle-calls mentioned below, come down to the sæter in the evening. The pigs generally remain near the building. As in the Alpine chalets, the milk is manufactured here into cheese and butter. The whey *(Mysa)* is carried down to the valley in drum-shaped *Myseflasker* (called *Primstrumper* in the Hardanger), slung over the backs of horses. The cords used here are made of twisted willows, and the horses are tethered in an ingenious manner. The sledges and

carts are made of wood, frequently without the aid of a particle of iron. The girls will sometimes sing their untutored but not unmelodious songs by the fireside of an evening, a performance for which of course no payment is expected or ought to be offered. In the morning and evening they summon the cows from the mountains by curiously modulated calls, consisting of a few notes long drawn out (comp. p. 127).

As the next human habitations, the *Turtegrød* and *Gjessingen* sæters (p. 151), are 7-8 hrs. walk from the Bævertun Sæter, an early start should be made. After about 1/4 hr. the route crosses the *Dommabro* or *Dombrui*, where the *Domma*, shortly before its junction with the Bævra, flows underground, and then leads for 1 1/2-1 3/4 hr. through the somewhat monotonous valley of the Bævra, until it reaches the *Nupshaug*, a curious rocky knoll in the middle of the valley. Adjoining it is a fall of the Bævra; to the left are two other waterfalls, all of which unite here. We now ascend to a higher region of the valley, pass (25-30 min.) the ruined stone hut of *Krosboden*, and obtain a view to the left of the ***Smørstabbræ**, one of the most extensive glaciers in Norway, overtopped by the *Smørstabtinderne* (7305 ft.), the ascent of which may be made from the Bævertun-Sæter (10-12 hrs., there and back) without material difficulty. The services of a good guide should, however, be secured. The Bævra issues from the glacier, at the end of which there is a magnificent ice-cavern (digression of 1/2 hr.). — In 1/4 hr. from Krosboden we come to a stone *Varde* surmounted by a wooden figure, bearing the inscription (of which only a few letters are now legible): —

'Vær rask som en Løve, Og skynd dig som en Hind!
See Veiret det gryner i Fanaraak Tind!'

'Be quick as a lion, haste thee like a hind; see how the storms lower over the Fanaraak Peak!'

In 1/2 hr. we now reach the actual *Fjeld*, whence we enjoy a grand view of the Smørstabbræ, and of the Fanaraak, farther to the W. We next reach (1/4 hr.) *Kroshøien*, the highest point of an extensive mountain-tract, and cross the boundary of Bergens-Stift (4630 ft.). To the left we observe the *Rauskjældvand*, and afterwards the *Prestesteinvand*, near the lower end of the *Fanaraakbræ*. Two hours are spent in passing this series of almost contiguous lakes and glaciers. The route is marked at frequent intervals by means of *Varder*, so that an observant and experienced traveller may almost dispense with a guide. Should fog set in, one Varde should not be quitted until another is descried. Failure to observe this precaution might easily cost the wayfarer his life.

About 1/4 hr. from Kroshøien is a curious looking Varde called the '*Kammerherre*', consisting of a tall mass of rock with a pointed stone on the top. The route soon descends steeply to the *Herrevand*, the stream flowing out of which we cross by the *Hervasbrui* (*Brui*, bridge; 4305 ft.), 1 1/2 hr. from the Kammerherre. It is usual

to rest in a stone hut here. The route next rounds the projecting buttress of the **Fanaraak** (6690 ft.), and passes the (35 min.) *Galdebergsvand*, and afterwards the *Juvvand* (4115 ft.), fed by the glacier-stream *Juvvandsaa*. On our left now rises the W. side of the Fanaraak, and we soon survey the whole range of the *Horûnger* (p. 159) rising beyond the deep *Helgedal*, the best point of view being the ***Oscarshoug** (3730 ft.), a slight eminence to the left of the path, $1^1/_2$-$1^3/_4$ hr. from Hervasbrui. A memorial stone records a visit paid to this spot by Oscar II. in 1860, when crown-prince.

We now descend by a new path into the *Helgedal*, to ($^1/_2$ hr.) the two sæters of *Turtegrød* (2790 ft.) and the sæters of *Gjessingen* (p. 159), to reach which we diverge to the right.

The ascent of the *Fanaraak*, which is free from difficulty, may be made through the *Steindal* from Gjessingen or from the *Helgedals-Sæter* (p. 153), in the Helgedal, 40 min. farther to the E. (6-7 hrs.).

From Turtegrød or Gjessingen to Fortun, through the *Ovabergsdal* (lower part of the Helgedal), is a walk of scarcely 2 hrs. more (ascent 3-4 hrs.); comp. pp. 159, 158.

g. From Eidsbugarden through the Melkedal to Skogadalsbøen, and across the Keiser to Fortun.

2 Days. The first night of this magnificent but somewhat trying mountain-walk is spent at *Skogadalsbøen*, which lies almost equally distant (8-10 hrs.) from Eidsbugarden and Fortun. The traveller is recommended to take a guide for the whole way; to Skogadalsbøen 4 kr., to Berge ($^1/_2$ hr. from Fortun; p. 159) 8 kr. 40 ø., to the Vettisfos (p. 102) 7 kr.

The guides of Eidsbugarden, Vetti, etc., are usually not well acquainted with the *Horunger*, so that the traveller who intends to make excursions among these mountains should dismiss his guide at the Helgedals-Sæter and choose a new one at Fortun or Berge (comp. p. 158).

Eidsbugarden, see p. 137. — To the mouth of the *Melkedøla*, and across that river, see p. 139.

Quitting the lake, the road gradually ascends the ***Melkedal**, watered by the boisterous Melkedøla. After $^3/_4$ hr. the valley divides. The branch to the left ascends to the Langeskavlen and the Uranaastind (p. 138), while that to the right is still called the Melkedal. Steep ascent through the latter, passing several waterfalls. As is so frequently the case in Norway, the valley neither posseses a level floor nor expands into basins, but consists of a chaos of heights and hollows, where the rock, polished smooth by glacier-friction, is exposed at places, and at others is covered with loose boulders. Vegetation ceases, and no trace of animal life is visible, save the deep 'koraak', or cattle-tracks, in the snow. At places, however, the ground is thickly strewn with the droppings of the *Lemming* (or *Lemœn; Lemus Norvegicus*, one of the *rodentia*, and not unlike a rat), a hardy and intrepid little animal which frequently swims across Lakes Bygdin and Gjende. The reindeer often kills the lemming with a stroke of its hoof and eats the stomach for the sake of its vegetable contents.

About 20 min. above the point where the valley divides we

ascend a steep field of snow to the plateau of *Melkehullerne*, where there are several ponds. In 20 min. more (about 1½ hr. from Eidsbugarden) we reach the ****Store Melkedalsvand**, in a strikingly grand situation, the finest point on the route, and well worthy of a visit for its own sake from Eidsbugarden (best time in the forenoon, 4-5 hrs. there and back). Even in July miniature icebergs ('aarsgammel Is', year-old ice, *i.e.* winter-ice) are seen floating in the lake, and during the night a crust of fresh ice ('natgammel Is', night-ice) is sometimes formed. To the left (W.) rises the Langeskavlen; then the Uranaastind. On this side of the latter is the Rødberg. Next, the Melkedalsbræ, descending to the lake, and the Melkedalstinder, all reflected in the dark-blue water.

A walk of another hour over 'Ur' and patches of snow brings us to an ice-pond at the foot of the first *Melkedalstind*, whence we ascend a steep slope of snow in 20 min. more to the *Melkedalsband*, the watershed ('Vandskjelet'). To the W. a view is obtained of the *Second Melkedalsvand*, a much larger lake than the first, and generally covered with winter-ice down to the month of July. To the left rise the first and to the right the second *Melkedalstind* (7110 ft.; ascended either from the Raudal or the Melkedal), and to the N.W. the *Raudalstind* (7410 ft.). The scenery continues to be very imposing. The route skirts the N. side of the second Melkedalsvand and (½ hr.) crosses the stream. Very rough walking. A view of the Horunger is now disclosed (p. 158); on the right rises the Skogadalsnaasi; on the left is the arm of the Melkedalsbræ mentioned at p. 138, with its large moraines, descending from the Uranaastind. The striation of the rocks by glacier-action *(Skurings-Striber)* is frequently observable. The boisterous torrent is again crossed by a snow-bridge, the remains of an avalanche (caution necessary), or the traveller may wade through it a little lower down, where the water is knee-deep. The Melkedal now ends in a precipitous *Bælte* ('girdle'), over which the river is precipitated in a fall of about 590 ft. in height. To this point also descends the W. arm of the Melkedalsbræ, by which the descent hither from the Uranaastind may be made (see above). The lower region of the valley which we now enter is the ***Skogadal**, which expands into a broad basin. Above it tower the majestic *Horunger* (p. 158), consisting of the *Skagastølstinder* and the *Styggedalstind*. The appearance of the *Maradalsbræ* descending from the Skagastølstind is particularly striking. — The Skogadal is at first a little monotonous, but with the increasing warmth of the temperature the vegetation improves, and the scanty 'Rab' or scrub is soon exchanged for a fine growth of birches (whence the name, 'forest valley'). There is no defined path at first, but the route follows the N. side of the Skogadals-Elv and afterwards the track made by the cattle *(Koraak)*. A walk of 2 hrs. from the 'Bælte' brings us to the sæters of —

Skogadalsbøen in the Utladal, see p. 158. For the rest of the tour the guide may be dispensed with, except for crossing the Keiser Pass, especially if it is still covered with snow. The track is practicable for riding for 2-3 hrs. beyond this point, but horses can seldom be obtained here. Ascending from Skogadalsbøen for 25 min., we reach a new bridge on the left and cross it. The path to the right leads to the (25 min.) Guridals-Sæter, while we follow the good sæter-track to the W., on the N. bank of the *Gjertvas-Elv* or *Styggedals-Elv*, a stream descending from the *Gjertvasbræ* (at the base of the Styggedalstind) and the Keiser. The retrospect becomes grander and more open as we advance: to the left is the Smørstabbræ and the church at the end of the Store Utladal, to the right of which are the Raudalstinder; in front of us is the Skogadalsnaasi; more to the right the Melkedalstind, the Uranaastind, and, to the extreme right, the Falketind. After 40 min. a small waterfall is passed. To the left extends the large *Gjertvasbræ*, at the base of the *Styggedalstind* (7710 ft.), the ascent of which is impracticable from this side. We do not, however, arrive fairly opposite the glacier for another 1/2 hr.

The path, which now becomes easier, next leads to the (1/4 hr.) *Gjertvand*, passes to the left of this lake, and then ascends steeply, over debris and snow, to the **Keiser Pass** (4920 ft.), between the *Styggedalsnaasi* on the left and the *Ilvasnaasi* to the right. To the left lies the *Ilvand*. To the S.E., above the snow-fields of the Styggedalstind rises the *Koldedalstind*, to the N. the *Fanaraak*, to the W. the huge *Jostedalsbrae* and the mountains bordering the Lysterfjord. The path now leads along the top of the hill, passing the pond of *Skauta* and (1/4 hr.) a large block of white quartz (to the left). The *Horunger*, especially the mountains round the Styggedalsbotn, now become conspicuous to the left. After 20 min. we cross the *Helgedals-Elv*, which flows towards the W. and is sometimes scarcely fordable, and after 10 min. more reach a barren rocky summit, commanding a beautiful view of the huge amphitheatre of snow-fields and glaciers surrounding the ***Styggedalsbotn**, above which towers the *Styggedalstind* with the *Styggedalsbræ*. This view is almost unsurpassed in Jotunheim for wildness and grandeur. Soon after we pass a small waterfall formed by the Helgedals-Elv. After 25 min. we see to the left the outflow of the Styggedal glacier, and to the right the *Steindals-Elv* descending from the Fanaraak. In front of us extends the wide **Helgedal**, to which the path now rapidly descends.

We next pass, on the left, the fine (1/4 hr.) *Skautefos*, at the confluence of the Helgedals-Elv and the Styggedals-Elv. The path then crosses the *Steindals-Elv*, which usually offers no difficulty, and leads through the wide valley to the (3/4 hr.) *Helgedals-Sæter* and on to (2 1/2 hrs.) *Fortun;* see pp. 160-158.

h. From the Vettisfos to Tvindehoug and Eidsbugarden.

8-10 hrs. A grand expedition (guide advisable, 5½ kr.). In the reverse direction a saving is effected by rowing across Lake Tyin (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., or 1 kr. 20 ø.). In this case a guide should be taken as far as Smaaget.

[More fatiguing than the route described below, and not free from risk, is that through the *Morka-Koldedal*, whence the Koldedøla, forming the Vettisfos, descends. It crosses two frozen lakes and may be impracticable in the height of summer. See *Map*, p. 132.]

Gaarden Vetti and the *Vettisfos*, see p. 102. We ascend the *Vettisgalder* towards the N.E., and in ½ hr. reach a shelf commanding a view of the *Utladal* to the N., with the *Maradalsfos* on the left. In another ½ hr. we reach the top of the hill, with a few sickly pines and numerous trees overthrown by the wind. To the right rises the *Stølsnaasitind*. We then descend to the left, over marshy ground, to (5 min.) a bridge across the *Morkadøla* and then to (5 min.) a point commanding a view of the *Vettisfos* from above. We next ascend the left bank of the Morkadøla (higher up called the *Koldedøla*) towards the E., keeping close to the river, and in 20 min. cross the river and reach the —

Vettismorka-Sæter (2190 ft.), which is occupied in September only. To the W., at the head of the Stølmaradal, rises the Riingstind with the Riingsbræ; farther down, the Maradalsfos; to the right, the Maradalsnaasi. The view of the Horunger increases in grandeur.

Those who wish to ascend the highest of the **Stølsnaasitinder** (6790 ft.) diverge here, reach the top in 2½-3 hrs., and descend in 2 hrs. to the Fleskedals-Sætre, where the night is usually spent. The summit commands a superb view of the Horunger, the three Maradale, and the profound Utladal, said by Slingsby to be one of the finest views in Jotunheim. *Anfind Vetti* should be engaged as guide for this ascent.

Our route, leaving the tarn to the left, now leads through pines and birches and over swampy ground to the (½ hr.) bridge over the *Fleskedals-Elv*. It then bears to the left and ascends rapidly through wood (difficult to trace) to the (½ hr.) top of the 'Næs', projecting from the Stølsnaasitind. Magnificent view of the Skagastølstinder (7850 ft.), rising above the Midtmaradal. We then descend slightly to the (¼ hr.) four —

Fleskedals-Sætre, one of which, belonging to Anfind Vetti, affords clean quarters. These sæters (here called *Sæl*) accommodate in summer about 40 cows and 200 goats, which descend to the Vettismorka-Sæter in the middle of September and to the valley at the end of the same month. If the traveller intends to pass the night here, he should bring a tin of preserved meat with him from Vetti, as only bread, milk, and coffee can be obtained here, and the walk to Eidsbugarden is long and heavy. — Route to *Skogadalsbøen*, see p. 155.

We now cross the *Fleskedals-Elv* and ascend its left (S.) bank. Striking retrospective view of the Horunger, and particularly of the Riingsbræ. To the N. we first observe the *Friken* (4630 ft.; see

below), the top of which may be reached on horseback from the sæter (fine view of the Horunger), and afterwards the precipices of the 'Næs' which separates the Fleskedal from the *Uradal*. (The latter, one of the most sequestered valleys in Jotunheim, is almost unknown; at the E. end of it rises the *Uranaastind*, p. 138; and at the W. end it debouches on the Utladal, about $^1/_2$ hr. to the S. of Skogadalsbøen.) Our route through the Fleskedal gradually ascends to the defile of *Smaaget*, which it reaches in $2^1/_2$ hrs. after leaving the sæter. The scenery is somewhat monotonous. At first the Stølsnaasitinder, with a large glacier, rise to the right; afterwards we have the Koldedalstind on the right and the Fleskedalstind on the left. The path then descends steeply to the *Upper Koldedalsvand* or *Uradalsmulen*, and leads to the S., following the *Koldedøla* and the painted 'Varder' to the *Lower Koldedalsvand*. We cross the Koldedøla at the upper end of this lake (50 min. from the top of the pass), and then walk along the E. bank of the lake and the stream to the upper end of *Lake Tyin*, crossing the marshy ground by means of stepping-stones. The path is a little difficult to find. We then proceed either to the S. to *Tvindehoug*, or across the Eid to *Eidsbugarden* (p. 139).

i. From the Vettisfos to Rødsheim through the Utladal, the Gravdal, and the Leirdal.

$2^1/_2$ Days: — 1st. From *Gaarden Vetti* to *Skogadalsbøen*, 6-7 hrs.; or as far as the *Guridals-Sætre* $^3/_4$ hr. farther (or to *Muran*, $1^1/_2$ hr. from Skogadalsbøen, at which last place enquiry should be made whether the Muran sæter is tenanted). Those who arrive at Skogadalsbøen early enough, and intend passing the night there, may ascend the Skogadalsnaasi in the evening. — 2nd. From Skogadalsbøen to the *Ytterdals Sætre*, 10-11 hrs.; to shorten which the previous night should be spent if possible at Muran; if necessary, the night may be spent in the refuge-hut on the Leirvand. — 3rd. To *Rødsheim*, 4-5 hrs.

Gaarden Vetti and the *Vettisfos*, see p. 102; thence to the *Fleskedals-Sæters*, 3-$3^1/_2$ hrs., p. 154. — The present route ascends the *Friken* (p. 154), which is covered with vegetation, following the direction of the 'Varder', and after $^3/_4$ hr. descends again for some distance. It then skirts the slope of the mountains, high above the **Utladal,** the bottom of which is seldom visible. As we proceed we enjoy an unimpeded *View of the *Horunger*, soaring above the white snow-fields on their flanks: to the left, the *Skagastølstinder* (7850 ft.) rising above the *Midtmaradal*, then the *Styggedalstind*, the E. buttress of the group, descending into the *Maradal*, with the extensive *Maradalsbræ* (p. 154). To the S., beyond the end of the Utladal, we see the Blejan and the Fresvikfjeld (p. 109); to the S.E., the *Stølsnaasitind;* to the E. the sharp pyramid of the *Uranaastind;* to the N. the summits inclosing the Skogadal and Utladal, and in the distance a range of snow-clad mountains, probably those between the valley of the Otta and that of the Bævra in the Gudbrandsdal.

In ¾ hr. we see below us, to the left, the *Vormelid Sæter* (p. 161), which cannot be reached from this side. In front of us lie Skogadalsbøen and the Guridals-Sæters (see below). The path then descends rapidly through fatiguing underwood *(Vir)* and in ¾ hr. reaches a small birch-wood. In 10 min. more the *Uradal* (p. 155) opens to the right, with an immense tract of 'Ur', fallen from the precipitous slopes on the S. We then cross the *Uradals-Elv* by a small bridge *(Klop)*. The mountain peaks are now concealed from view by the numerous precipitous 'noses' running out from the main ridges. We then follow a cattle-track *(Koraak)* leading through a sparse birch-wood at the foot of the *Urabjerget*, cross the Skogadals-Elv by a bridge, and in ½ hr. reach the sæters of —

Skogadalsbøen (2915 ft.), at the entrance to the *Skogadal*, with a club-hut, opened in 1888. These sæters are among the few in the Utladal which are always inhabited in summer (usually from 24th June till the beginning of September). The cattle come from the Lysterfjord (a branch of the Sognefjord, p. 103), and have therefore to be driven across the snow-clad Keiser Pass (p. 153).

From Skogadalsbøen we may scale the **Skogadalsnaasi** (6080 ft.) without a guide (3-4 hrs. there and back) by ascending the valley to the (½ hr.) *Lusahougene* (see below) and then climbing to the right. The direct ascent from the sæters is very steep. Grand mountain-view.

The Ascent of the Styggedalstind, the easternmost peak of the Horunger, should only be undertaken by experienced mountaineers (8-10 hrs., there and back). The route crosses the Utlabridge (2790 ft.), turns to the S., and crosses the *Gjertvas-Elv*, which descends from the Keiser (p. 153), on the S. bank of which is the deserted *Gjertvasbøen* sæter (2950 ft.). The ascent of the *Gjertvasnaasi* now begins. In 1-1½ hr. we reach the first plateau (4265 ft.), and in 3 hrs. more the *Gjertvastop* (4685 ft.). About 490 ft. higher the base of the peak itself is reached, whence we ascend a slope of snow, then over rock with patches of snow, and lastly over the broad crest to the summit of the ***Styggedalstind** (7710 ft.). On the W. side is a sheer precipice about 1300 ft. in height. If stones are thrown down into the abyss, their reverberation takes several seconds to reach the ear. At a giddy depth below are the Gjertvasbræ on the N. and the Maradalsbræ on the S. — A fine pass, more imposing than the Keiser and little longer, ascends from the Gjertvas-Elv along the left margin of the *Gjertvasbræ* and descends over the Styggedalsbræ to the Helgedal and Fortun.

From Skogadalsbøen across the *Keiser* to *Fortun* (8-10 hrs.), see pp. 152, 153; through the *Melkedal* to *Eidsbugarden* (8-10 hrs.), see pp. 152, 151.

For the continuation of the journey through the Utladal a horse may generally be obtained at Skogadalsbøen to carry the traveller to a point beyond Muran (1 kr.; no saddles). We pass a bridge, crossed by the path leading to the Keiser (p. 153) and to the three *Guridals-Sætre*, where the night may be spent. Our route follows the E. bank of the Utla, passes the debris of the *Lusahougene*, and (¾ hr.) reaches the confluence of the *Store* and *Vetle Utla*. The latter descends from the *Vetle* ('little') *Utladal*, and is precipitated in several falls over the 'Bælte' or rocky barrier of *Tunghoug*. To the right rises the *Hillerhøi* (5250 ft.), and to the left the *Kongsdalsnaasi*. The Store Utla, along which the steep path ascends, has forced its passage through the 'Bælte'

and dashes through its channel far below. Fine retrospective view of the Styggedalstind with the extensive Gjertvasbræ.

Through the VETLE UTLADAL a little-frequented path leads between the *Fanaraak* group on the left and the *Smørstabbræ* on the right to the important mountain-route across the Sognefjeld to Fortun (pp. 148-151).

We next reach a higher region of the Utladal and (about 1½ hr. from Skogadalsbøen) the **Muran Sæter**, or *Muradn Sæter* (3325 ft.), on the opposite (right) bank of the river. (Tolerable accommodation. Those who purpose passing the night here should enquire at Skogadalsbøen whether the sæter is inhabited.) Grand view of the Styggedalstind to the W., the Kirke to the N., and the Raudalstind to the E. of this point. Those who require a horse here should attract the attention of the people at the sæter by shouting, unless they prefer wading through the icy stream, which, however, at an early hour is usually shallow. (The route through the *Raudal* to the *Gjendebod* follows the left bank of the Utla, see p. 141.)

Having crossed the stream at Muran, we now follow its right bank, at first passing the base of the Hillerhøi. On the S. side we observe the *Skogadalsnaasi*, the second *Melkedalstind*, and then a large waterfall descending from the Raudalsmund, adjoining which rise the Raudalstinder. The valley is broad, and partly overgrown with scrub. Nearly opposite the Raudal is the stone hut of *Stor Halleren*, used by reindeer-stalkers. An impressive view of the Horunger, which close the Store Utladal to the S.W., accompanies us as we ascend. The valley now takes the name of **Gravdal.** Vegetation gradually ceases. We now have to wade through the *Sand-Elv*, descending on the left from the Sjortningsbræ, an offshoot of the immense Smørstabbræ. The crossing is best effected near the Utla. Above the glacier towers the curiously shaped **Smørstabtind* (7306 ft.; *Stab*, 'block'; the same word as in *Stabbur*).

As the path ascends the flora assumes a more and more Alpine character (Bartsia alpina, Pedicularis lapponica, Veronica alpina, Saxifraga cæspitosa, Viscaria alpina, Gentiana nivalis, Pulsatilla vernalis, Ranunculus glacialis, the last of which is known as the *Rensblomme*). Having reached a height of 4925 ft., we at length come to the stone *Refuge Hut* on the **Leirvand**, 5-6 hrs. from Skogadalsbøen. The hut contains a table, two benches, some firewood, and a few cooking utensils. Four routes converge here: that by which we have ascended through the Gravdal, another from the *Gjendebod* and the *Høgvagel* (p. 147), a third from *Rødsheim* through the *Visdal*, and the fourth from Rødsheim through the *Leirdal*.

The route through the **Visdal** goes round the N. side of the Leirvand and ascends through the *Kirkeglupet*, between the quaint-looking *Kirke* (7070 ft.; difficult to ascend) on the right and the *Tværbottenhorn* (6890 ft.) on the left, to the *Kirketjærne*, a series of tarns. Passing these it then descends into the *Upper Visdal*. On the right tower the vast Uladalstinder with their extensive glaciers. The route, which cannot be mistaken, afterwards unites with that coming over the Uladalsvand from Lake Gjende, from the S. (see p. 144).

In descending the **Leirdal**, we skirt the imposing *Ymesfjeld* for a considerable distance, but the curious-looking *Skarstind* (7885 ft.) is the only one of its peaks visible. To the left are the grand glacier tongues of the *Smørstabbræ* and several of the Smørstabtinderne. Lastly we obtain a view of the *Loftet* (7315 ft.), which is most conveniently ascended from the *Bæverkjærn-Sæter* on the Leiraas (fine view of the Galdhøpiggen and Skarstind. After a walk of 4 hrs. from the Leirvand we reach the —

Ytterdals-Sætre (3085 ft.; good quarters), prettily situated near the lofty fall of the *Duma*. A good bridge crosses the Leira from this point to the *Leiraas*, which is traversed by the route from Rødsheim to the Sognefjeld (see p. 148). From the sæters to Rødsheim, 4-5 hrs. more (see p. 148).

k. From Skjolden on the Sognefjord to Fortun and the Horunger.

From Skjolden to Fortun, 6 Kil. ($3^3/_4$ Engl. M.), carriage-road. Those who content themselves with a visit to the *Klypenaasi* may be back at Fortun within 6 hrs., but if the *Skagastøle* and the *Dyrhaugstind* are included a night should be spent at the Riings-Sæter. If, however, the traveller is very much pushed for time it is possible, by making a very early start, to return to Fortun the same evening. — *Jens Klingenberg* of Aardal (p. 101) has the reputation of being the best guide for glacier-tours among the Horunger; the brothers *Ole* and *Iver Øiene* of Fortun, two younger men, are also well spoken of.

Skjolden (p. 105), a steamboat-station at the head of the *Lysterfjord*, lies near the mouth of the pretty and fertile **Fortundal* (p. 159), with its well-wooded sides. The birches and alders here, as is so often the case in Norway, are sadly mutilated, being periodically stripped of their foliage, which is used, alternately with hay, as fodder for the sheep and goats. The cows also eat it readily, but their milk is apt to be unpleasantly flavoured by it. The barley-fields are remarkably luxuriant. The potato-plant often attains a height of 2 ft. or more.

The skyds-station (fast) lies on the S. bank of the Fortun-Elv, near the steamboat landing-place, in the gaard of **Eide**, the obliging owner of which, *Mr. Thorgeir Sulheim*, is a mine of information on the Horungør region. The road crosses the *Eid*, an old moraine, and reaches the milk-coloured *Eidsvand*, on the N. side of which rises the huge rocky wall of the *Jersingnaasi* (3088 ft.). To the N.E. we have a view of the Fanaraak (p. 151). We now skirt the left bank of the lake and then ascend the left bank of the Fortun-Elv, passing the *Lingsfos* on the right. Farther on the road is overhung by the *Smalaberg*, beyond which the *Kvæfos* is seen on the right. To the right, above us, we observe *Gaarden Fuglesteg* ('bird path'; 2490 ft.), past which a fatiguing path leads to *Farnæs* at the E. end of the Aardalsvand in the Aardal (see p. 101).

6 Kil. **Fortun** (150 ft.; **Inn* kept by *Øiene*, the guide and Landhandler, moderate; horse hence across the fjeld, 16 kr., see p. 151), a fast station, consisting of a group of handsome gaards,

with a new church. About 5 min. beyond the latter the path into the Fortundal ascends to the left, while that to Berge ascends the Fortungalder to the right.

Pleasant walk from the inn at Fortun up the **Fortundal**, with a fine view of the Jersingnaasi (p. 158), to the **Skagagjel*, a gorge on the right, from which the *Ovabergs-Elv* is precipitated into the valley (1/4 hr.). Crossing both bridges, we reach with a little trouble an eminence to the right immediately above the fall, in which a fine rainbow is formed by the morning sun. We may then proceed in 5 min. more to a bridge over the *Fortundals-Elv* and (without crossing the bridge) to a small rocky *Hill by the *Havshølfos* (whence a ladder descends to the salmon-fishing apparatus), and thus obtain a view of the beautiful valley in both directions, and of the *Lingsfos* to the S.

The Upper Fortundal extends from the Lysterfjord for about 18 Engl. M. to the N., as far as the *Ilvand* (4305 ft.), at the E. base of the imposing *Tundredalskirke* (6590 ft.). On the left side it is enclosed by the *Tufsen*, the *Svajdalsbræ*, and the *Stenegbræ*, and on the right by the *Dølefjeld*, the *Liabræ* (6100 ft.), and the *Midtdalsløifti*. The last sæter, that of *Nørstedal*, from which an excursion may be made to the Ilvand, lies about 12 Engl. M. above Fortun.

Fortun is the best starting-point for a visit to the huge ***Horunger**, one of the wildest mountain-groups in Jotunheim, with their precipitous slopes, picturesque pinnacles, and numerous glaciers, to which the green valleys below present a pleasing contrast. The sharpness of the peaks and ridges is caused by the rapid disintegration of the 'gabbro' rock of which the mountains are formed. The name Horunger is said to be an ancient Aryan word, probably signifying 'large mountains' (akin to the Greek *ὄρος*, Slavonic *gor*, and the *horje* in the Voss district). The principal summits, named from W. to E., are the *Austabottind* (7225 ft.), the *Soleitind* (6825 ft.), the *Riingstinder* (6615 ft., 6555 ft., 6615 ft., 6645 ft.), the *Dyrhaugstinder* (6930 ft., 6810 ft.), the *Great Skagastølstind* (7940 ft.), and the *Styggedalstinder* (7800 ft., 7700 ft.).

A good bridle-path, affording higher up a fine retrospect of the Fortundal, ascends the steep *Fortungalder* in windings to (1 1/2-2 hrs.) *Berge* (1085 ft.), a farm which has given the name of *Bergsdalen* to the corn and fruit growing valley that here opens to the E. Our path crosses the *Ovabergs-Elv*, skirts the gaard of *Søvde*, and ascends along the N. side of the valley. Beyond the gaard of *Optun* (1350 ft.), with the *Optunsfos*, begins another steep ascent, at the top of which the Horunger become conspicuous. The stream forms several other falls, one of the finest of which is the *Dokkafos* near the sæter of *Dokka*. The path to the Klypenaasi diverges to the left, while farther on that to the Riinggadn sæters and the Skagastøle strikes off to the right, crossing the stream at the *Simogalfos* (p. 160). Just beyond the latter, about 2 1/2 hrs. from Fortun, we reach the sæters of *Gjessingen*. Scarcely 1/4 hr. farther on, a little to the left of the path, are the two *Turtegrød Sæters* (2790 ft.), the uppermost of which affords Alpine fare but scarcely accommodation. To the left is the path leading to Rødsheim viâ the *Oscarshoug* (see p. 151).

Ascending the valley for 1/3-1/2 hr. more and crossing the 'Bælte' through which the river has broken its way, we reach the *Helgedals Sæter* (3090 ft.), whence the path goes on over the Keiser (p. 153). — A little below the Helgedals-Sæter, on the S. side of the valley, lies the new *Mein-Sæter*, at the mouth of the *Skagastølsdal* (see p. 161).

The ***Klypenaasi** (3755 ft.), to which the above-mentioned new path between Dokka and Gjessingen leads, is reached from Fortun in 3 hrs. According to some authorities it affords the best general view of the Horunger, which here show themselves in their full beauty and majesty.

Closer views of this grand mountain-group are afforded by the Riinggadn Sæters and the Skagastøle, on the S. side of the valley, to which the pass crossing the Simogalfos bridge (p. 159) leads. To reach the former we ascend directly to the right in 20 min., or follow the stream for 6 min. and then follow the sæter-path to the right (20 min.). The lowest of the five *Riinggadn-Sæters* is the most comfortable. The route to the *Skagastøle* turns to the left 6 min. beyond the bridge, crosses the Riings-Elv by another bridge, and in 40 min. reaches the two sæters, of which the upper one is to be preferred. The scenery here is very striking.

On the side next the Riinggadn opens the ***Riingsbotn,** a huge basin containing a large glacier, behind which towers the lofty *Riingstind*. On the E. the 'botn' is bounded by the *Dyrhaugsfjeld* and on the W. by the *Løvnaasi* or *Nonhougen*, which is prolonged towards the S. by the *Soleitinder* and the *Austabottinder*. The best survey of the Riingsbotn is obtained by ascending the Riings-Elv for 3/4-1 hr. beyond Riinggadn. A walk of 1 1/2 hr. more brings us to the glacier.

The ***Skagastølsbotn** lies between the Dyrhaugsfjeld on the W. and the *Kolnaasi* on the E. Its floor is covered by the *Skagastølsbræ*, with two small ice-lakes (4430 ft.). To the S.E. tower the *Skagastølstinder*, among them the *Store Skagastølstind* (7850 ft.). This 'botn' is reached more easily from the Skagastøle than from Riinggadn.

The nearest ***Dyrhaugstind** (6810 ft.) may be ascended either from the Skagastøle or from the Riinggadn in about 3 1/2 hrs. In the first case we ascend to the S. to the Dyrhaug, and continue straight on. From the Riinggadn we descend to the Riings-Elv, cross the bridge, and then ascend the E. bank of the stream to the (1 hr.) hill above the gorge, whence we obtain a good view of the Riingsbræ. We then climb to the left to the top of the Dyrhaug, and follow the crest, partly over debris, to the (2 1/2 hrs.) summit. The view hence is remarkably fine. Towards the E. we survey the *Skagastølstinder*, to the right of which are the wild *Maradalstinder;* to the W. the *Soleitinder*, *Austabottinder*, and *Riingstinder;* and to the S. the other *Dyrhaugstinder*. To the left, lower down, lies the *Skagastølsbræ*, and to the right is the *Riingsbræ*. Between the

Skagastølstinder and the Dyrhaugstinder peep the snow-clad mountains on Lakes Bygdin and Tyin. To the N. rise the *Fanaraak* and the *Smørstabtinder*, and towards the W. stretches the enormous *Jostedalsbræ* as far as the *Lodalskaupe* (p. 108). The traveller is particularly cautioned against venturing too far along the sharp arête with its loose crumbling stones.

The **Mein-Sæter** (3035 ft.; clean and well spoken of) is the best headquarters for glacier-tours in the E. part of the Horunger district. — The following pass to the Utladal affords a grand but trying excursion (12-14 hrs.; guide indispensable). From the Mein-Sæter we ascend the *Skagastølsdal* to the *Skagastølsbræ* (5155 ft.), cross the saddle between the *Skagastølstind* and the *Dyrhaugstinder*, descend to the *Midtmaradalsbræ* (the lower end of which is 3980 ft. above the sea), and proceed through the *Midtmaradal* to the *Utladal* (3310 ft.). In this valley we may descend to the right to *Afdal* and *Vetti* (p. 102), or ascend to the left to *Vormelid*, a solitary group of sæters, and to the *Skægadalsbræen* (p. 156).

The *Styggedalsbotn*, the easternmost of the characteristic basins of the Horunger, bounded on the W. by the *Kolnaasi*, on the E. by the *Simlenaasi*, and on the S. by the *Styggedalstind*, is also most easily visited from the Mein-Sæter.

18. From the Gudbrandsdal to Mæraak on the Geirangerfjord or to the Strynsvand.

From Bredevangen to Lindsheim, 91 Kil. (57 Engl. M.), road with fast stations; from Lindsheim to *Grotlid*, 36 Kil. (22½ M.), and on to the *Breidalsvand*, road with slow stations. From this point we row to the other end of the lake, and ride and drive thence to *Mæraak* (comp. p. 163).

A peculiarity of all the routes from the Gudbrandsdal to the western fjords is that they ascend gradually to a lofty and comparatively level mountainous tract, after traversing which for some hours they descend abruptly several thousand feet to the fjords. This final descent, partly over snow, coming at the end of a long and rough walk or ride, is far more fatiguing than the ascent at the beginning of the expedition. The marked contrast between the wild scenery of these mountains, with their sharp and exhilarating air, and the rich vegetation of the smiling fjords, where the weather is often oppressively hot, may be regarded as one of the chief curiosities of Norway, especially as these entirely different regions are often within two or three hours' walk of each other.

Route to *Andvord* and the *Church of Lom*, see p. 130. By the Church of Lom the Rødsheim road turns to the left, while our route leads to the W., skirting the S. bank of the *Ottavand* (1150 ft.). The high mountain on the left is the *Lomsegg* (p. 148), and that to the right (N.) the *Loms Horûng* (5660 ft.). The country here is tolerably well peopled. On the slopes of the valley lie a number of farm-houses, the lands of which are separated from each other by long stone walls, and the rye and barley-fields are frequently enlivened with reapers, gleaners, and persons engaged in irrigating

the soil with the help of large shovels (*Skyldrek;* comp. p. 130). Part of the road is bordered with alders, a tree rarely seen in Norway.

14 Kil. **Aanstad**, a good station, to the E. of the church of *Skeaker*. The road now soon crosses by an old bridge to the left bank. Farther on it traverses thick deposits of sand, the remains of old glacier-moraines. On the right we pass the confluence of the *Aur-Elv*, descending from the *Aursjø*, with the bluish-green *Otta-Elv*. On the left we obtain a view into the *Lunderdal*, with its immense moraines; to the S. rise the glacier-clad *Hestbrœpiggene* (p. 148), and in the background the *Holatinder;* on the N. the valley is bounded by the *Grotaafjeld* (6380 ft.), the *Tværfjeld* (6365 ft.), and the *Svaahø* (6135 ft.). From the last descend several waterfalls from a height of nearly 3000 ft. About $^1/_2$ hr. before reaching Lindsheim we recross to the right bank of the Otta-Elv by a bridge in the old Norwegian style. Up the valley we obtain a fine view of the snow-clad Glittertind (p. 145).

11 Kil. **Lindsheim**, a good station. *Lars*, the landlord, a well-informed man, sometimes acts as a guide. Tastefully painted clock and cupboard. ('*Skrivarbrød*' and '*Bagers*' are two kinds of cake esteemed by the natives.)

A fine but laborious route leads from Lindsheim through the *Brotedal*, past the *Liavand*, to *Faaberg* in the *Jostedal*. This route is described by Mr. Milford in his 'Norway' as one of surpassing grandeur, the view of the Jostedal and of the huge towering *Lodalskaupe* being almost unparalleled. If the traveller is prepared for a very fatiguing expedition of 15 hrs. (on the second day), he drives from Lindsheim to (16 Kil.) **Mork** in the Brotedal (2190 ft.), walks or rides by the *Dyrings-Sæter* and past the picturesque *Liavand* (2475 ft.) to the *Sota-Sæter* (2625 ft.), and thence to the *Røkjeskaalvand* (3070 ft.), where the night may be spent at the (22-25 Kil. from Mork) *Musubytt-Sæter*. Next day the *Svartbytdal* is ascended to the *Hanspikje* (4520 ft.), whence the route descends steeply through the *Sprangdal* to the *Faaberg-Støl* (p. 108), 20-25 Kil. from the Musubytt-Sæter.

From Mork a path, said to be very trying, leads through a wild district to Opstryn. We ascend across the hill to the N.W. to the *Framrust Sæters* (2775 ft.) in the Raudal, ascend this valley, skirting the long *Raudalsvand*, and then mount across the *Raudalsbrœ* to the *Kamphamrene*, the 'Varde' at the top of which is named *Store Rasmus* (4065 ft.). We then descend into the *Sundal* (965 ft.) and through the *Hjelledal* to *Hjelle* on the *Strynsvand* (see p. 190).

From Lindsheim to Grotlid (36 Kil., pay for 45) the traveller is conveyed in a carriole in about 5 hrs. (exclusive of stops). For the greater part of the way the road leads through a vast wooded and stony wilderness.

After leaving Lindsheim the road passes the *Nordbjergskirke*. Above the thin pine-woods to the right we observe the *Gjødingsbæk*, which descends from the *Sletflykamp* (6160 ft.). The *Dønnfos Bridge* which crosses the Otta-Elv commands a view of three valleys, the *Tundradal* to the S., the *Brotedal* to the W. (see above), and the *Billingsdal* to the N., at the junction of which lies *Aamot* ('meeting of the streams').

Beyond this point the road begins to ascend considerably, and traverses a vast tract of rocky debris (*Ur*). On the left flows the

Olla-Elv, which descends from the Høgerbottenvand and forms the *Øibergsfos*. Looking back, we obtain a view of lofty mountains with glaciers, including the *Tværfjeld* (6380 ft.) and *Svaahø* (6135 ft.).

The *Høgerboltenvand* with its wooded islands occupies a higher region of the valley. In the background is the *Skridulaupbræ*, with the *Framrusthovd* and the *Glitterhø*, and to the right, on the hill, lie the *Høgerbolten-Sætre* (3020 ft.). Passing a saw-mill *(Sagbrug)*, we next reach the *Frederiksvand* and *Polvand* (1930 ft.). The road now ascends continuously through wild forest, where thousands of fallen trees and branches broken off by the wind *(Vindfald)* are left to decay. Numerous settlements of woodcutters are passed. The road skirts for about $^1/_4$ hr. an unbroken series of cataracts formed by the Otta, known as the *Polfos*. About 20 min. farther on (18 Kil. from Lindsheim) we pass a waterfall of the *Kværnaa* on the right, and then by a wooden bridge cross the *Thordals-Elv*, descending from the *Thordal* on the N., and fed by the glaciers and snow at the head of that valley. On hills formed by deposits of debris, to the right, lie the sæters of *Billingen* (24 Kil. from Lindsheim), to the S. of which, on the opposite side of the Otta, are the *Aasen-Sætre*. The country looks parched and monotonous, as a peculiarity of the climate here is that rain is very rare in summer (comp. p. 130). To the left, farther on, we pass the *Vuluvand*, a pretty mountain-lake, into which the *Vuludals-Elv* falls; to the right are the *Ny-Sætre* (2685 ft.). The scenery now becomes more imposing; the road is comparatively level. On both sides and in the distance rise snow-clad mountains. On the left is the *Skridulaupbræ*, with its ice-basin *('Boln')*. We then pass the *Heimdalsvand* and *Grotlidsvand*, and after a drive of 35 Kil. from Lindsheim (pay for 45) reach —

Grotlid ('stony slope'), a *Fjeldstue* or small mountain-inn belonging to the government, resembling those on the Dovrefjeld (p. 207); it contains 9 beds and affords good fare at a fixed tariff (bed 50 *ø.*, for 2 pers. 80 *ø.*, B. or S. 50 *ø.*, D. $^3/_4$-1 kr.); a second house is being built. Guide to Mæraak or Skaare 5, to the Kalhus-Sæter (on the way to the Tafjord) 4 kr.; horse to Mæraak 9, to Skaare 11, to the Kalhus-Sæter 7, to Lindsheim 5 kr. (2 pers. 7 kr. 40 *ø.*). Reindeer abound in the neighbourhood and a few bears are also met with.

The magnificent new **Road from Grotlid to Mæraak (26 M.), constructed by *Capt. H. Rosenqvist*, will probably be completed in the summer of 1889. In the meantime it is generally traversed on horseback. Pedestrians shorten the walking distance somewhat by using boats on the lakes ($8^1/_2$ M.). A carriole may be ordered from Mæraak by 'Forbud' to meet us near the end of the Djupvande, $10^1/_2$ M. from Mæraak. Enquiries should be made at Grotlid.

About 2 M. from Grotlid the road reaches the *Breiddalsvand*

(2885 ft.; 5 M. long), above which towers the *Breiddalseggen*, with the *Djupvaseggen* (5380 ft.) to the W. and the *Vatsvendeggen* to the S. We then proceed to the W., skirting the *Djupvande*, a chain of lakes, the first and lowest of which, the *Langvand* (2 M. long), sweeps round towards the N. Just beyond this lake, in the valley, we cross the boundary between the districts of Christiania and Romsdal, while to the left rises the huge, glacier-clad *Opbluseegg* (5150 ft.), forming the boundary of the district of Nordre Bergenhus. Coffee and milk may be obtained here at the *Fjeldstue* at the foot of the *Stavbrækkene*.

We next ascend to the highest *Djupvand* (3295 ft.), the water of which flows to the E. to the Otta and the Laagen. To the W. rise huge walls of rock, beyond which are the slopes of a snowfield, of which the *Rindalshorn* (5948 ft.) forms the central point.

Beyond the Djupvand we reach the watershed (3405 ft.) and the winding new **Road, this end of which is about 3300 ft. higher than the other end at Mæraak, which is $10^1/_2$ M. distant (6 M. as the crow flies). In this respect and in its rapid succession of the most imposing mountain-views, it has no equal in the country. Beyond the watershed the road skirts the *Kolbeinsvand* and then makes a wide sweep to the E. round the foot of the *Storbaren* (5785 ft.), at the E. corner of which lies the *Viavand*. It then leads to the W. across another watershed and descends through the *Djupedal*, with its four small lakes, to the *Kvam-Sæter* and the *Ørje-Sæter*. To the right rise the *Saathorn* (5830 ft.), *Vindaashorn*, and *Grindalshorn* (5030 ft.); to the left are the *Rundhorn* (4900 ft.), *Flydalshorn*, *Jervkuppen*, and *Blaahorn*. — About $2^1/_2$ M. before reaching Mæraak, we pass the **Flydalsjuvet* (p. 187). Finally, passing *Hole* and the church, we reach *Mæraak* (p. 186).

From Grotlid through the Videdal to the Strynsvand and Visnæs.

This route takes 9-10 hrs. walking (including short rests), besides about 12 M. of driving and 7 M. of rowing. Guide to Skaare 5 kr., necessary; Horse 11 kr., almost indispensable on account of the bogs and brooks, though riding is at places very uncomfortable. No good quarters are passed on the way; those who wish to accomplish the whole distance in one day must make a very early start. Though not unaccompanied by difficulty, this route is one of the finest fjeld-routes in the country, affording a series of grand mountain-views; it should not be attempted in the opposite direction.

The road ends about $1^1/_2$ M. beyond Grotlid. About 5 min. farther on we cross a bridge over the *Otta*, here descending from the Breiddalsvand (see above), and then ascend to the S.W. along the left bank of the *Maaraa-Elv*. In front, a little to the left, is the *Storeløfta*. — In 40 min. we reach the *Heilstuguvand* (to the left), which we then skirt for $^3/_4$ hr. To the left is the *Skridulaupbræ;* in front, a little to the left, is the *Maaraadal*, from which

the Maaraa-Elv descends. We next ascend to the W.S.W. along the *Vatsvend-Elv*. In 50min. we reach the first of the *Vatsvandene*, a chain of small lakes at the head of the pass, probably finding outlets on both sides. To the right is *Raudeggen*, to the left *Vatsvendeggen*. In 35 min. more we reach the —

Vatsvendhytt, a tourists' hut with a table, benches, four beds of moss, and a stove (no provisions), commanding a fine panorama of large glaciers and snow-fields. About $^1/_2$ hr. farther on we reach what seems to be the highest point of the route, affording a splendid view of the snow-mountains in front. Straight ahead of us appears the finely shaped *Skaala* (see below), with the *Skaalabræ*, which henceforth forms the background of the view in this direction. — 1 hr. 35 min. Cairn marking the boundary between the districts of Christiania and Nordre Bergenhus. To the left lies the *Langevand*, more than half covered with snow and ice. At the lower end of it are extensive snow-fields, across which our route leads, maintaining its general W.S.W. direction. — 25 min. Unfinished bridge (difficult crossing) over the *Videdals-Elv*, which descends hence to the Strynsvand. The route now follows the left bank of this stream, soon reaching a small stretch of made road (to be extended) and a waterfall. After about $^1/_4$ hr. a magnificent *View is disclosed of the Strynsvand and the mountains beyond it (Skaala, Tindfjeld). We descend across the snow to (20 min.) another fragment of road and another waterfall, and cross by a stone bridge to the right bank of the stream. — $^1/_4$ hr. Lofty waterfall to the right; to the left, above, the *Tystigsbræ*. The *Videdal* descends to the Strynsvand like a staircase, forming three comparatively level terraces separated by two steeper slopes over which the stream descends in several waterfalls. In front we enjoy a continuous view of grand Alpine scenery. — In 25 min. we recross to the left bank by a stone bridge; the path here is very rough and marshy. — $^1/_2$ hr. *Via Sæter* (milk, bread, and cheese; Fjeldstue projected), commanding a splendid *View, with fine waterfalls to the right. We now descend rapidly to (10 min.) the new *Road, and in 5 min. more cross the foaming Elv. Above us to the left are several waterfalls and glaciers, descending from the *Nuken* (5890 ft.). To the left is a large waterfall of the Videdals-Elv, which is audible, but not visible from the road. We now descend in sweeping curves round the foot of the *Aaspelifjeld* to ($^1/_2$ hr.) a bridge (constructed in 1883) over the narrow but deep *Ravine of the *Skjærringsdals-Elv*, which here descends from the right. [A fine but fatiguing walk may be taken up this ravine to *Stavbrækkene*, p. 164.] Skirting this stream we reach ($^1/_4$ hr.) the first signs of cultivation and in 5 min. more —

Skaare (two beds, indifferent), where we obtain a good panorama of the waterfall, the Via-Sæter, and the Aaspelifjeld. Skaare is not a skyds-station, but a carriole may be hired here (to Hjelle,

4½ M., 1¼ kr.). — The pleasant valley through which we now drive is wide, level, and well-wooded, with numerous cultivated fields and farms. The Skaala is prominent in front. The *Tindefjeld*, *Fosnæsbræ*, and *Brækkefjeld* also soon come into sight, forming a grand picture. We pass lofty moraines, broken through by the river, and obtain a superb view of the *Strynsvand and of the just-mentioned mountains in their full extent.

Hjelle affords poor accommodation, though it is a 'fast' station for both horses and boats (boat to Bergstad, with two rowers, 1 kr. 92, with three rowers 2 kr. 88 ø.). A fine termination to the day's journey is afforded by the row across the lake (7 M.), the view to the left extending up the Erdal to the Erdalsbræ and Tostedalsbræ (p. 108), that to the right embracing the Glommenfos.

From *Bergstad* ('fast' station) to *Visnæs* (14 Kil.), see p. 190.

19. From Bergen to Throndhjem by Steamer.

80 Nautical Miles or 515 Kil. (320 Engl. M.). STEAMBOAT several times weekly, usually starting late in the evening and taking 36 hrs. or more to the journey according to the number of stations stopped at. A berth should be secured at once (comp. p. xix). The large steamers call only at *Aalesund* (18 hrs. from Bergen), *Molde* (4-4½ hrs. more), and *Christianssund* (4 hrs. more). The fares from Bergen to Throndhjem are 32 kr. for the first class and 25 kr. for the second class; price of provisions &c. on board, see p. xix. Comp. the '*Communicationer*', No. 201, A, B, No. 203, and No. 11.

The voyage is on the whole of little interest, and it is sometimes unpleasant in rough weather. There are, however, a few fine points, such as the mountain called *Hornélen* (or *Smalsarhorn*), the promontory of *Stadt*, the charming little town of *Molde* with the view of the Romsdals-Fjord, and the promontory of *Stemshesten*. The view of Throndhjem from the sea is also picturesque. It must not be forgotten that the finest scenery is, as we have repeatedly observed, generally to be found in the inner recesses of the fjords, and not at their mouths. The so-called 'inland-route' to Molde (R. 24) is far preferable. The distances in the following description are given from station to station.

Bergen, see p. 69. The steamer threads its way through the Skjærgaard, or belt of islands, lying off the district of *Nord-Horland*, which, together with *Sønd-Horland*, to the S. of Bergen, constituted the ancient *Hørdafylke*. The first important station is (66 Kil. or 41 Engl. M.) *Skjærjehavn*, a little to the S. of the *Sognefjord* (R. 14). We next pass the entrance to that fjord, which shows no sign here of the magnificent scenery of its inner ramifications. The shapeless mountains have all been worn down by glacier-action, and most of them are entirely barren.

To the N. of the Sognefjord the steamer skirts first the districts of *Søndfjord* and *Nordfjord* (the latter extending to the promontory of Stadt, p. 169), which together formed the ancient *Firdafylke*. We cross the *Aafjord*, and then the *Dalsfjord*, at the entrance to which is the *Præstø* station. Some of the vessels do not touch at Præstø, but steer towards the W. to *Varø*, from which a visit may be paid to the interesting island of *Alden* (1550 ft. in

height), which is known as the '*Norske Hest*' and contains upwards of 1000 sheep. On leaving Præstø the steamer traverses the *Granesund* (with the *Atleø* on the left) and the *Stangfjord*, passes *Stavnæs*, the westernmost promontory of Norway, and reaches the *Stavfjord*, which forms the entrance to the *Førdefjord*. The steamer that touches at Varø skirts the E. side of the island of Alden and steers thence to the Stavfjord.

The DALSFJORD AND FØRDEFJORD are traversed twice weekly by a steamer from Bergen, taking 3 days to the voyage there and back (see the *Communicationer*, No. 252 C). A local steamer also plies weekly from Florø (see below) to Førde (see *Communicationer*, No. 252 D).

The **Dalsfjord** (in 'Søndfjord', not to be confounded with the arm of the Voldenfjord, p. 170) runs inland for a distance of 40 Kil. (25 Engl. M.). In 874 this was the starting-point of the Norwegians who settled Iceland, which had been discovered in the previous century. At the entrance rises the massive *Atleø* (2280 ft.). The steamer calls at *Strømsnæs* and *Dale* (*Inn), which lies on the S. side, about halfway up the fjord. Above Dale rise the *Dalshest* (2320 ft.) and the dome-shaped *Kringlen* (2435 ft.). Farther on are the *Løkelandshest* (2625 ft.), behind which rises the flat and generally snow-clad *Blejan* ('mantle'; 4320 ft.), and the imposing *Kvamshest* (4070 ft.; p. 180). The last steamboat-station on the fjord is **Sveen** (good quarters), near the E. end, from which a hilly road leads to (11 Kil.) *Langeland* and (11 Kil.) *Førde* (p. 180). About 1 Kil. beyond Sveen is **Osen**, whence a road leads to *Sande* (p. 179).

The **Førdefjord**, 30 Kil. (19 M.) in length, though less striking than the Dalsfjord, also abounds in bold mountain-scenery. The most important place is *Naustdal* on the N. bank. At the end of the fjord rises the majestic *Kvamshest*, at the foot of which lies the skyds-station *Førde*, whence we may drive to *Mo* and *Nedre Vasenden* on the Jølstervand (p. 181).

78 Kil. (49 Engl. M.) **Florø** (*Hilmer's Hotel;* telegraph-station), an island between the Søndfjord and Nordfjord, is an important station, being touched at by some of the direct steamers to and from Molde and Throndhjem, and also by the Søndfjord and Nordfjord steamers. This station, which has rapidly assumed the dimensions of a small town (600 inhab.), forms the E. focus of the traffic of the *Nordals*, *Eike*, and *Hødals* fjords, and partly owes its prosperity to its former success in the herring-fishery. On a solitary rocky islet to the W. of Florø is the *Stabbensfyr* (lighthouse).

The coasting steamers, which now run between the mainland and the belt of islands, next touch either at *Kallevaag* on the island of *Frøjen* or at *Berdle* on the large island of *Bremanger*, which lies at the mouth of the Nordfjord. At the E. end of the island is the perpendicular and apparently overhanging **Hornélen* (2940 ft.), rising immediately from the water. An attendant of Olaf Tryggvason (end of the 10th cent.) is said once to have attempted to scale this mountain and to have been rescued by the king himself from imminent peril. The Florø steamer stops on Frid. at *Kjelkenes i Gulen*. From this point we may go by boat to *Rise* (good accommodation) on the Nordgulen, whence a wild route leads to the *Aalfoten Fjord* (p. 168). The ascent of the *Kjeipen* (4460 ft.), at the S. base of which lies the *Storebotnvand*, one of the wildest lakes in Norway, is interesting. *Strømsbotten*, on the S. verge of

this extensive glacier-tract, recently explored by Mr. Slingsby, is a good starting-point for crossing to the Aalfoten Fjord and Øksendal and for other fine glacier-tours. It is reached from Florø viâ *Eikefjord*, part of the way by boat.

The steamer now traverses the often very rapid *Skatestrøm*, the entrance of the *Nordfjord*, and the *Vaagsfjord*, and stops at the station of **Moldø** (*H. Friis's Inn;* telegraph-station), or the opposite village of *Sæternæs*, 194 Kil. (124 Engl. M.) from Bergen and 50 Kil. (31 Engl. M.) from Florø.

The **Nordfjord**, extending to the E. of Moldø for about 55 Engl. M., is one of the finest fjords in Norway, the innermost arms being especially picturesque. A steamer from Bergen plies on this fjord twice weekly (comp. *Communicationer*, No. 252 B; night-voyage not pleasant for ladies, as the steamers contain no separate state-rooms). The scenery of the inner branches of the fjord is described in the accounts of the land-routes (pp. 184-5 and R. 22).

The first station is *Rugsund* on the S. bank, the second is *Bryggen* on the N. bank, from which a road crosses the lofty *Maurstadeid* (2060 ft.) to (20 Kil.) *Aahjem* on the *Vanelvsfjord* (p. 170). A little beyond Bryggen, on the S. bank, is *Daviken*, where *Claus Frimann*, the poet (d. 1829), once lived. On the N. side, to the E. of Daviken, diverges the **Eidsfjord,** running towards the E., with *Nøstdal* or *Nausdal* (good quarters at the Landhandler Friis's) on its N. bank, and *Nordfjordeide* (Inn; telegraph-station) at its head, whence we may proceed viâ the (7 Kil.) *Eid* to *Vedvik* or to *Nord* on the *Hornindalsvand* (see p. 184). — The S.E. arm of the Nordfjord is called the **Isfjord** and farther up the *Utfjord* and *Indvikfjord;* from it, to the S.W., diverge the Aalfotenfjord and (farther on) the Hyefjord and Gloppenfjord.

The steamer calls at *Jelsnæs* or *Hjeltnæs*, at the entrance to the *Aalfotenfjord*, passes the fine *Waterfall of the *Øksendals-Elv* (descending on the right from the *Gjegnalundsbræ*, 5660 ft.), and then crosses the Hyefjord, calling at *Hestnæs*. To the W. rises the *Skjæringen* (4070 ft.), to the E. the imposing *Eikesnæshest* (4065 ft.). — The *Hyefjord* is bounded on the W. by extensive snow-fields and glaciers (see above), which may be visited by boat or by steamer (once weekly; see *Communicationer*, No. 252). In returning we leave the steamer, which goes on to Bergen, in *Hestnæsøren* (quarters at the post-office). To the S.W. opens the fine **Skjærdal,** through which the *Gjegnalund* (5630 ft.; splendid view) may be ascended without much difficulty. Interesting glacier-tours (guide and rope indispensable) may be made to *Hope* on the Hyefjord and to *Øksendal.* The sæters, which lie at a comparatively low elevation, afford fair accommodation; red deer, bears, and fish abound.

The steamer next traverses the *Gloppenfjord* to **Sandene** (Inns

Östen 3° for Paris
2° 30'
62°
NORTHERN ATLANTIC OCEAN
Sildegabet
Vanelvsgabet
Vanelvsfjord
Sandö
Helland
Sande
Gjerasvik
Sandanger
Gurskö
Tarberg
Hidra
Eggen
Risto
Voksö
Rittesund
Kvamsö
Staalet
Frejanäs
Kjörringen
Arvik
Arevik
Ettevik
Stadt-landet
Dalsbo
Hanekam
Hoddevik
Furustaven
Furenäs
Lekanger
Draje
Fure
Apildsäter
Ekräatlia
Ordal
Skaar Fj.
Skongsnäs Fyr
Krokenäs
Selje
Rojsäter Fj.
Hove (Selje)
Molden
Barmen
Meluken
Vedviken
Refviken
Vaage
Kvalhejmsvik
Färestrand
Myre
Lauvaas
Osmundvaag
Selsnäs
Kubben
Ören
Strömmen
Nordpollen
Vaage
Säternäs
Bryggen
Sörpollen
Husevaagö
Vemelsvik
Nord Fj.
Rugsund
Rugsundö
Lerguleu
Daviken
Davikes Fj.
Davikäs
Enddal
Ilde
Bakken
Dombesten
Storetröen
Dombesten Fj.
Fadsur Fj.
Kartskar Fj.
Aalfot
Sigdestad
Förde
Fördesdal
Lange V.
Vingen
Bremanger
Bremangervand
Hornelen
Maro
Ekesäter
Berle Fj.
Skarsten
Hanöen
Fröjen
Fröjen Fj.
Rydlandsholmen
Smorhavn
Kallervaag
S. Fordes V.
Snenibben
Dyrestad
Sande
Svülgsdals-V.
Nordgulen
Kise
Kjelmen
Aalfoten
Birkeli
Gulen
Gulestöl
Kjälkenäs
Rikel Fj.
Kjejpen
Botten
Mulegulen
Mule Fj.
Viken
Storeböen V.
Svarte V.
Hovden
Hesefest
S. Gulen
Romsgrö Fj.
Gröndalen
Fosse
Lassemyen
Geograph. Anstalt von

Norske Mile 0 2 4
4 8 12 16 20 Kilomètres
Wagner & Debes, Leipzig

kept by *P. Knoph*, *G. Sivertsen*, and *A. Ødven*), charmingly situated at its head and affording opportunity for numerous pleasant walks. Good trout-fishing in the neighbourhod. A road leads hence past the *Eidsfos* to Vasenden on the Bredheimsvand (p. 181).

The steamer now returns to the main fjord, which here assumes the name of *Utfjord* (farther on, *Indvikfjord*), calling at *Rysfjæren*, *Utviken* (p. 183), *Indviken* (p. 184), *Faleide* (p. 184), *Oldøren* (p. 192), *Loen* (p. 191), and *Visnæs* (p. 190).

The large coasting steamers traverse the narrow *Ulve-Sund*, between the island of *Vaagsø* and the mainland, touching at *Osmundvaag*. They then pass the islands of *Barmø* and *Seljeø*, the latter of which contains the ruins of a *Monastery of St. Alban* (12th cent.) and the shrine of *Sunniva*, an Irish saint, the patroness of Bergen. Opposite the Seljeø lies *Selje*, with the church of *Hove*, on the S.W. bank of the peninsula of **Stadtland**, a lofty plateau 17 Engl. M. long and $2^1/_2$-8 M. broad, stretching out into the sea in the form of a hand and forearm and forming the S. boundary of *Søndmøre*. The peninsula terminates in the promontory of *Stadt*, well known for the tremendous storms by which it is visited. The natives declare that the breakers here are sometimes 20 fathoms in height. A tunnel for the steamers has been projected through the *Mandseid* (p. 170), the narrow isthmus connecting the peninsula of Stadtland with the mainland.

A visit to the Stadtland takes 10-12 hrs. Provisions must be taken with the party, and 'forbud' must be sent on to Drage if driving or riding is contemplated. From Selje we row along the precipitous rocky bank in 1-$1^1/_2$ hr. to *Drage* (poor quarters), above which rise the *Skræatna* (1720 ft.) on the E. and the *Vetenakken* on the W. From Drage a road leads E. to the chapel of *Lekanger* and then to the N.W. through the *Mørkedal*, passing the *Dalsbevand* to (16 Kil.) *Ervik*, a poor 'Sand', exposed to all the violence of the ocean, with inhabitants who support themselves on milk and fish. From Ervik we may ascend (with guide) the ***Kjærringen** (1675 ft.), which commands an admirable view of the ocean, the Stadtland, the islands as far as Aalesund, and the Søndmøre Alps to the S. An easier path diverges to the right about 20 min. from Ervik and ascends through a small valley. — Those who do not wish to return to Selje may proceed from the Kjærringen to the E., through the *Aareviksdal* and along the S. slope of the *Store Varden*, to ($1^1/_2$-2 hrs.) *Eltevik*, and row thence, enjoying a fine view of the *Revihorn* (1410 ft.), to the *Haugsholm* (p. 170). Visitors to the Stadtland approaching from the N. disembark at the Haugsholm and make the tour in the reverse direction.

Beyond the promontory of Stadt the larger steamers cross the *Vanelvsgab* and pass the *Sandø*, containing the famous *Dolstens Cavern*, about 200 ft. above the sea, the recesses of which have been only partly explored. They then skirt the W. sides of the large islands of *Gurskø* and *Hareidland*, touch at *Herøen*, and soon reach *Aalesund* (p. 170).

Those who leave the steamer at *Selje* (see above) may avoid the tempestuous passage round the Stadtland by making the following

tour. From *Selje* we row through the *Moldefjord* to (1 hr.) *Gaarden Eide*, whence a good but rather steep bridle-track crosses the *Mandseid* (ca. 490 ft.; p. 169) to *Enerhaug*, situated on the *Kjødepollen*, the innermost branch of the Vanelvsfjord. Then we proceed by boat in about 1 hr. to (4 Kil.) —

Aahjem, at the S.W. end of the *Vanelvsfjord*, near the church and parsonage of *Vanelven*. A steamer plies hence once weekly, in about 10 hrs., to Aalesund (see *Communicationer*, No. 260 C). — From Aahjem to *Bryggen* on the Nordfjord, see p. 168.

After leaving Aahjem the steamer calls at *Sandvik* on the Stadtland (whence a footpath leads to Selje, see above; 2 hrs.), the island of *Haugsholm* (route to Eltevik, p. 169), *Eidsaa* on the Søvdefjord (see below), and several other unimportant stations. It then traverses the *Røvdefjord* and the *Voldenfjord* and reaches *Volden* (p. 171) in 5 hrs.

The following is a pleasant excursion of two days, beginning at Aahjem and ending at Volden. (The traveller is recommended to take with him some tea or coffee essence and other portable provisions.) We first drive up the *Almklovdal* for 8 Kil. (5 Engl. M.). At a point 3 Kil. before reaching *Almklov* we leave the carriage in order to ascend (with guide) the hill above the *Storlivatn*, which commands an admirable view of the Søvdefjord. We then descend, passing the *Kilebrekvand*, to (2 hrs.) *Øver-Berg*, the highest gaard in the *Saurdal*, about 800 ft. above the sea-level. Thence the steep road descends in $^3/_4$ hr. to *Neder-Berg* and the *Saurdalsgaarde* on the *Saurdalsvatn*, where a carriage is hired to continue the journey. In about $^1/_2$ hr. we reach *Vik* and the church of *Søvde*, on the **Søvdefjord**, the E. bank of which is extremely precipitous and picturesque, while the W. bank is flat and studded with pleasant gaards. Among these is *Eidsaa*, where the Aalesund steamboat calls twice weekly (comp. *Communicationer*, 260 C; see above).

From Vik we may drive in the same carriage up the *Norddal*, passing the waterfall of *Sarpen*, to *Tverberg*, the highest gaard in the valley. Thence we proceed on foot, with the aid of a guide, skirting a brook and several small lakes and at last ascending somewhat rapidly to a sæter above the Dalsfjord, commanding a magnificent view. We then descend by a well-marked sæter-track to the *Indsel-Sæter*, 3 hrs. from Tverberg, where good accommodation for the night may be procured. The **Dalsfjord** (not to be confounded with the fjord mentioned at p. 167), an arm of the Voldenfjord, is about 17 Kil. ($10^1/_2$ Engl. M.) in length and is enclosed on both sides by mountains 3000-4000 ft. high. At the S. end of it, 5 Engl. M. from the Indsel-Sæter, lies *Stensvik*.

On the second day we row in $^1/_2$ hr. to *Indre Dale*, and then (with guide) ascend through the *Dalsdal* and descend through the Laurdal to Birkedal (p. 171). The traveller is recommended to

combine with this route an ascent of the **Felden** (4290 ft. 4 hrs. from Dale), which commands a survey of almost the whole Søndmøre, the Stadtland, and a large part of the Nordfjord with the Gjegnalundsbræ (5650 ft.) and Aalfotebræ (5350 ft.) on its S. side. The Jostedalsbræ forms a conspicuous feature in this prospect. Towards the E. the Felden terminates in a huge 'botn', or mountain-basin, above which rise the imposing *Torene* (*Store Toren* 4050 ft., *Lille Toren* 3880 ft.). — The descent from the Felden to the *Laurdal* cannot be made without a guide. In 4-5 hrs. we reach *Søndre Birkedal* (slow station), whence a road leads to the S. viâ (11 Kil., pay for 14) *Smørdal* (slow station) to the slow station of (10 Kil.) *Nøstdal* on the Eidsfjord (p. 168), while another leads to the N. to *Kile* and (10 Kil.) *Følsvik* on the *Kilefjord*, the latter of which is called at by the Aalesund steamers once weekly. We may also reach Volden ($9^1/_2$ Kil.) by small boat in 2-$2^1/_2$ hrs.

Volden (near the **Rødsæt Station; Svendsen's Hotel;* telegraph-station), situated in a fertile district on the N.E. bank of the picturesque *Voldenfjord*, is a good centre for several interesting excursions. The chief of these are those to *Aahjem* and the *Stadtland*, pp. 168, 169; viâ *Ørstenvik* to *Sæbø* on the Jørundfjord, see p. 175; across the *Østefjord* to *Førde* (Maaen's Inn) and by carriage to *Kaldvatn* (p. 176), and thence to the Jørundfjord (p. 175) or the Hornindalsvand (p. 184). During the herring-fishing the steamer may be detained some hours at Volden.

FROM VOLDEN TO THE EIDSFJORD (p. 168). We row across the beautiful Voldenfjord towards the S., with the *Malæsken* (4412 ft.) rising to the S.E., to the *Kilefjord*, where we land at the slow station of (10 Kil.) **Strømshavn**. We then drive viâ *Kile* to (10 Kil.) *Birkedal*, another slow station, situated amid fine rocky scenery on the lake of the same name. To the right are the hills of *Lille* and *Store Toren*. We now ascend rapidly, crossing a pass, to the (11 Kil.; pay for 14) slow station of *Smørdal*. Beyond this we descend, enjoying a splendid view of the *Gjegnalundsbræ* to the S. of the Nordfjord, and afterwards traversing wood, to (5 kil.) a point where the path forks. The branch to the right leads to the slow station of *Nøstdal* or *Nausdal* (10 Kil.; p. 168), that to the left to the fast station of *Nordfjordeide* (15 Kil.; p. 168).

Leaving Volden, the *Ørstenvik* steamer (p. 174) steers through the *Vartdalsfjord*, the *Sulefjord*, and the *Bredsund* to *Aalesund*.

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92 Kil. or 57 Engl. M. (from Molde) **Aalesund** (*Hôtel Scandinavie*, R. 1 kr. 60 ø., S. and B. 3 kr., well spoken of; *Schjelderop's Hotel*, R. 1 kr. 40, B. 1 kr. 20, S. 1 kr. 20 ø.; telegraph-station), a thriving commercial town with 6900 inhab., founded in 1824, and picturesquely situated on the islands of *Nørvø* and *Aspø*. The neighbouring fishings of *Storeggen*, to the W., are in great repute, even attracting fishermen from Sweden. The town is the capital of the *Storfjord*, the numerous arms of which all unite here, and it is also the great mart of the torsk fishery. The fish are caught, to the number of 5-6,000,000 annually, in large and coarse nets, about 7 ft. in width, with green glass buoys attached to them. The roomy

harbour is protected by a breakwater. The church and gymnasium are situated in *Aspø*. The *Lihaugen*, in the middle of the town, and the *Aalesundsaxelen* (460 ft.), a hill surmounted with a vane ('Fløie') and the reservoir of the town water-works, command fine views of the Jørundfjord mountains. — A walk may be taken to the E. to the church of *Borgund*. In the vicinity is the old castle of *Hrolf Gangr*, the ancient conqueror of Normandy. — A good road leads from Aalesund to *Vestnæs* on the Romsdalsfjord viâ *Sjøholt* (comp. p. 188). To the *Jørundfjord* and *Hellesylt*, see R. 20.

Owing to the number of steamboats that touch here, Aalesund offers numerous opportunities for making excursions to the fjords. Besides the larger coasting vessels, steamboats start from Aalesund (comp. *Communicationer*, No. 260) —

a. Twice weekly viâ *Molde* (p. 194) and *Vestnæs* (p. 189) to *Veblungsnæs*, *Næs*, and *Sten* (p. 197), in 11 hrs.

b. Thrice weekly viâ *Aure* (p. 188), *Langskibsø*, *Sjøholt* (p. 188), *Hove (Stordalen)*, *Slyngstad (Stranden)*, *Sylte* (p. 187), *Kellvig*, and *Vredal* (p. 187) to *Hellesylt* (going on once weekly to *Mæraak*, p. 186).

c. Once weekly viâ *Ørstenvik* (p. 175), *Volden* (p. 171), and *Eidsaa* (p. 170) to *Aahjem* (p. 170) in 12 hrs.

d. Once weekly viâ *Ørstenvik*, *Lekanger*, and *Larsnæs* to *Eidsaa* on the Søvdefjord (p. 170).

Beyond Aalesund the steamer passes the island of *Lepsø* (left), where Miss Mouat, who was driven across the sea from the Shetland Islands in a boat alone in 1886, reached land and was rescued. It touches at *Østnæs* (on the *Harhamsø;* view of the mountains on the mainland), *Hildre*, *Drønen* (on the *Miefjord*), and *Gjelsten* (on the *Tomrefjord*), and, 5½ hrs. after leaving Aalesund, reaches —

66 Kil. (41 Engl. M.) **Molde,** (see p. 194).

Beyond Molde the steamer at first steers towards the W., then turns to the N. and enters the *Julsund*. The islands of *Otterø* and *Gorsen* are passed on the left, the *Julaxlen* (1810 ft.), and later the wedge-shaped *Gjendemsfjeld* (2080 ft.) on the right. The first station is *Bud* or *Bod*, which is also connected with Molde by a local steamboat (comp. *Communicationer*, No. 262, 'Udensunds') and by a good road. On the left lies the island of *Ona*, with a signal-light. The promontory of *Stemshesten* (2230 ft.), the S. boundary of the *Nordmøre*, now comes into sight, beyond the *Bodfjeld*, and a little later we see the lofty *Tusterø* (2920 ft.; p. 174), to the N. of Christianssund. The sea here is as rough as at the Stadt. We then pass the small *Fuglen* ('Bird Island'), with a signal, on the left, and on the right observe several gaards at the base of Stemshesten (*Stemme*, *Hanæs*, etc.), which have regular steamboat communication with Christianssund (see below). Fine view of the snow-mountains of the *Romsdal*. The steamer next passes the signal-stations of *Kvidholmsfyr* and *Hestskjærsfyr* (white building), and then steers between the Kirkeland and the Inland to —

81 Kil. (50½ Engl. M.) **Christianssund.** — MØLLEROP'S HOTEL, R. 1 kr. 25, D. 1 kr. 20 ø.; O. TRONESS'S HOTEL, small but good, the landlady speaks English, German, and French. — *Telegraph Station.*

English Vice-Consul, Mr. Gram Parelius.

Christianssund, the capital of Nordmøre, an important trading town with 9800 inhab., the staple commodity of which is fish, is picturesquely situated on four small rocky islands, in the midst of which lies the harbour. These islands are *Kirkelandet*, to the S.W., with an old and a new church and the hotels; *Inlandet* to the E.; *Nordlandet* to the N., with a church and some fine woods; and *Skorpen* to the W., with the drying-places for the 'klipfisk'. Small steamboats ply between the different islands. From the harbour we ascend the street to the right, and then visit the *New Church*, which is surrounded with pretty promenades, commanding a fine view of the mountains to the S.E. We then return to the harbour viâ the *Old Church*. The *Vagttaarn* also commands an extensive view. — In the sea, opposite Christianssund and about 12 Engl. M. distant lie the 'fiskevær' of *Grip*, with a population of 200 fishermen and a chapel, surrounded by smaller islets.

The KLIPFISK, or dried cod, the preparation of and trade in which form the principal industry of Christianssund, is mostly exported to Spain, where it is known as *Bacallao Seco* (from Lat. *baculus*, a stick). It is always packed in 'Vogers', each weighing nearly 40lbs. Some of the principal firms carry on so extensive a business that they keep several large steamers merely to convey the fish to Spain. Christianssund also exports dried torsk (from the Helder) to Italy, tinned fish ('Kassefisk') to Havana, Rio de Janeiro, and China, salmon and lobsters to England, herrings and cod-liver oil to Germany, and fish-roe (as bait for sardines) to France. The Christianssund merchants often possess great wealth, and many of the beautiful villas on the sheltered Fanestrand, near Molde (p. 197), belong to them.

Christianssund affords opportunity for several pleasant excursions in the fjords, which here stretch far into the mainland. The following local steamers ply from its harbour (comp. *Communicationer*, No. 260).

A steamer ('til Sundalen') plies from Christianssund thrice weekly (also excursion-steamers in summer) through the **Sundalsfjord** to *Sundalsøren* (p. 209), at its head. The intermediate stations are *Stensvik*, *Gulset*, *Gimnæs*, *Strand-Battenfjordsøren* (comp. p. 206), *Øre*, *Torvig*, *Berge*, *Ødegaard-Strømsnæs*, *Gjul*, *Koksvik-Thingvold* (p. 206), *Angvik* (p. 206), *Eidsøren* (p. 203), *Fjøseide*, *Jordal*, *Øksendalen* (quarters at the Landhandler's, *J. Wirum*), and *Opdøl*. The voyage takes 8 hrs. [From Øksendalen a road leads to (14 Kil.) *Brandstad*, whence a fjeld-route crosses to (ca. 12 Kil.) *Øveraas*, on the Eikisdalsvand.]

Another line of steamers ('til Todalen') plies from Christianssund twice weekly to (7 hrs.) *Surendalsøren* at the head of the **Halsefjord** (whence a high-road leads to Ørkedal and Throndhjem, see p. 206) and to (9½ hrs.) Todalsøren. The steamer returns on the following morning, thus allowing ample time for a visit to the *Liltdal, a wild and grand mountain ravine, enclosed by precipitous rocky walls like those of the Eikisdal (p. 204). The ravine, which is 7 Engl. M. in length, is traversed by a carriage-road.

A third line of steamers ('til Hevne') plies twice a week to the (6 hrs.) *Vinjefjord*, returning the same day.

A fourth steamer ('til Kornstad') traverses the **Kvernæsfjord** twice weekly to *Eide* on the *Isingvaag*, whence we may drive viâ the fast station of (18 Kil.) *Julsæt* to (20 Kil.) Molde (see p. 197). The steamer then turns to the N.W., and calls at *Kornstad*, *Vevang*, and *Kornvog* on Stemshesten (p. 172; in all 4 hrs.).

From Christianssund to *Molde* and the mouth of the *Romsdal*, see *Communicationer*, No. 264.

FROM CHRISTIANSSUND TO THRONDHJEM (see also p. 205). The course of the steamer beyond Christianssund is on the whole well protected by islands, though the larger vessels at first keep to the open sea. To the W. lies the small island of *Grip*, to the N. of which is *Gripshølen*, affording an unimpeded view of the open sea. To the right are the lofty islands of *Tusterø* (2920 ft.) and *Stabben* (2960 ft.), between which are seen the distant snow-mountains of the Sundal and the Eikisdal. Farther on *Edø*, with a steamboat-station, and the low but extensive *Smølen* are passed on the left. The scenery now becomes monotonous. To the N. of Smølen is the *Ramfjord*, which separates it from the large island of *Hitteren*, with the station of *Havnen*. The only other station which the large steamers visit is **Beian** (telegraph-station), at the entrance to the Throndhjem Fjord, so that travellers can proceed to the North Cape, without touching at Throndhjem. The scenery improves as we approach our destination.

168 Kil. (104½ M.) *Throndhjem*, see p. 216.

20. From Aalesund to Hellesylt *(Molde)* viâ Ørstenvik and Øie.

101 Kil. (65 Engl. M.). This route takes two days. From Aalesund to *Ørstenvik*, 45 Kil. (28 M.), steamboat ('Geiranger' and 'Robert') twice weekly in 3½ hrs. (comp. *Communicationer*, 260 C, D). From Ørstenvik to *Sæbø*, 25 Kil. (15½ M.), drive (quarters for the night at Rise, near Sæbø). From Sæbø to *Øie*, 10 Kil. (6 M.), row. From *Øie* to *Hellesylt*, 24 Kil. (15 M.), by carriage. — A steamer plies from Aalesund to Hellesylt direct twice weekly in 11 hrs. (see p. 172).

This beautiful route, part of which is by water and part by land, traverses the district of *Søndmøre*. If the traveller, after arriving by this route at Hellesylt, proceeds to visit the Geiranger Fjord (p. 186) and ascends from Mæraak to Stavbrækkene (p. 164), he will then have seen some of the grandest and most interesting scenery in the whole of Norway. The district of Søndmøre, with its fjords and snow-mountains, comprises all the characteristic features of the country, the picturesque, the sublime, and the severe, while the inhabitants (*'Møringer'*), many of whom are prosperous and wealthy, are still noted for their primitive honesty and simplicity. — As the stations of Ørstenvik, Rise, and Øie are 'slow', the traveller must either send 'Forbud', or run the risk of waiting several hours for horses at the end of each stage.

Strøm's 'Søndmøres Beskrivelse' (1762-66), a copy of which the stationmaster at Brautesæt possesses, is recommended to the notice of the traveller as containing, though an old work, the best existing description of this most attractive district. Another interesting work is *Peder Fylling's* 'Folksagn fra Søndmøre' (2 vols.; Aalesund, 1874-77).

Aalesund, see p. 171. The steamer first steers across the exposed *Bredsund*. To the N.W. lies the *Valderø*, to the W. the *Godø*, and to the E. the *Hesø* with the pointed *Sukkertop* ('sugar-loaf'). It then traverses the *Sulefjord* to the *Hareidland*, with the *Hareid-Kirke*, an island with mountains nearly 2360 ft. in height, and then crosses to *Søre Vartdal* (2 hrs. from Aalesund), on the *Vartdalsfjord*. Grand mountain scenery. Numerous ancient coast-levels and terraces of detritus are observed. Comp. the *Map*, p. 168.

We next pass the *Liadalshorn* (3510 ft.), rising on the mainland to the E., and enter the *Ørstenfjord*, at the head of which we stop at the station (slow) of **Ørstenvik** (**Svendsen's Inn;* the landlord's daughter speaks English), magnificently situated at the base of the *Saudehorn* (4320 ft.), and affording a *View of the picturesque mountains farther inland. Ørstenvik (like *Volden*, p. 171) is recommended as headquarters for excursions to *S. Vartdal* (5 hrs.), the *Romedal*, and the *Kjølaastind* (see below). The valleys are clothed with rich vegetation.

From Ørstenvik we now drive through the beautiful *Ørstendal* or *Aamdal*, passing the church of *Ørsten*, and traversing a smiling district commanded by a noble background of mountains. 5 Kil. *Gaarden Aambo*, at the entrance to the *Follestaddal*.

Near Aambo a road diverges to the left and ascends the *Follestaddal* to *Kjølaas* (14 Kil. from Ørstenvik), whence the imposing *Kjølaastind* or *Gluggentind* (4800 ft.; to the left) may be ascended in 6 hrs. From Kjolaas a bridle-path leads to (8 Kil.) *Standal*, at the finest part of the Jørundfjord. Boat hence to Sæbø (8 Kil.), see below.

Our road to Sæbø next ascends an ancient moraine. To the S. towers the majestic *Snehorn* (4370 ft.). We then skirt the *Vatnevand* (right).

10 Kil. *Vatne* (fast station). The road gradually ascends to a height of 900 ft., passing the entrance to the *Bjørdal* on the right, through which a path leads to the Østefjord (p. 171). From the top of the hill and on our descent to Sæbø we enjoy a superb **View of the Jørundfjord mountains. The *Bonddal*, which we now descend, contains several farms. On the left the valley is bounded by the *Veirhalden* (4010 ft.), the *Kalvedalsegg*, the *Lilledalshorn*, and the *Miendalstinder;* on the right by the *Aarsethorn* (3550 ft.), the *Storhorn* (4485 ft.), and the *Lillehorn* (3550 ft.). On the right, between these mountains, lie the *Slettedal* and *Kvistadal*.

14 Kil. (pay for 20) *Rise* (a good but unpretending station) is about 10 min. drive from **Sæbø**, with its new church, situated on the Jørundfjord. This fjord and the Norangsfjord freeze in winter, while the main fjord remains open. As the 'Baadsskydsskaffer' lives about 1 Engl. M. from the station, the traveller should lose no time in ordering a boat with two rowers ('to Mand Rorfolk').

Sæbø forms the best starting-point for a visit to the magnificent ****Jørundfjord** (also called *Jøringfjord* and *Hjørendfjord*), which the Norwegians themselves usually consider the finest of all their fjords. Unfortunately it is not traversed by steamers. From its entrance, about 12 Engl. M. to the S.E. of Aalesund, it extends towards the S.E. to *Bjerke*, a distance of 25 Engl. M., and is bounded by huge rocky precipices and wild mountain-slopes, above which peep a number of snow-clad summits. Here, as in other parts of Sondmøre, the flattened mountains so characteristic of Norway are replaced by bold and picturesquely formed peaks, separated from each other by profound ravines and sharply defined

indentations, reminding the traveller of the dolomite mountains in Tyrol. The grandest part of the scenery is on the side opposite *Standal* (p. 175), where the *Molaupsfjeld* raises its mighty head. To the S. a huge ravine extends to the *Tussenuten* (4200 ft.). The fjord, as usual, is really a long, narrow valley filled with water.

According to tradition, there once dwelt in the '*Trolgjøl Molaup*' a giantess ('*Gygre*'), who was wooed by a giant ('*Jutul*') dwelling in the *Raamandsgjøl* to the S. of Sæhø. One day she paid him a visit by boat, but found him in so weakly a condition that she spat at him in disgust and thus converted him into stone. On her way back she was overtaken by a storm, and sprang out of the boat between the gaards of Næs and Molaup with such violence that her foot-print ('*Gygrefetet*') is still to be seen on the spot. With her other foot she pushed off the boat so vigorously that it dashed across the fjord, made a deep indentation in the mountain by *Gaarden Stavsæt*, and then sank. It still lies there in the form of the *Stavsætflu*, a rock where the best fishing in the fjord is obtained.

About 5 Kil. (3 Engl. M.) to the S. of Sæbø is the gaard of *Skaar*, with the waterfall of that name. Above Sæhø the Jørundfjord becomes narrower and wilder, being a huge ravine bounded by almost perpendicular mountains nearly 5000 ft. in height. From *Bjerke* at the S. end (15 Kil. from Sæbø; Inn), which lies several hundred feet above the fjord, the traveller may pay a visit to the *Tyssefos*, and drive viâ *Rørstad* and *Rueid* to *Kaldvatn*, and thence over the *Kviven* to *Hornindal* (p. 184). An interesting trip by boat may also be taken to the *Raamandsgjøl* with the *Raamand* rising to the S. of *Hustadsnæset*. — Those who wish to see the grandeur of the fjord properly should go at least as far as *Finnæs*, a small and characteristic fishing village, just short of Bjerke. The Tyssefos is visible from Finnæs.

At Sæbø the Jørundfjord is about 2 Engl. M. in breadth. Opposite Sæbø, at *Gaarden Leknæs* (fine view from the hill above), is the entrance to the ***Norangsfjord**, the only branch of the Jørundfjord. To the right rise the *Blaahorn* (4500 ft.), the *Jagta* (5240 ft.), and the *Middagshorn* (4353 ft.), on the left the *Saksa*, *Klokseggen*, and *Slogen*, and at the head of the fjord lies a glacier. The Norangsfjord resembles a large and sequestered Alpine lake. On the right, at the base of the lofty and menacing Stolbjerg, is *Stennæs*, with its two gaards. Farther on is the *Elgenaafos*.

10 Kil. **Øie** (*Phœnix Hotel*, with 13 rooms, well spoken of), consists of two gaards at the head of the Norangsfjord. Some of the interesting houses have the old-fashioned *Ljor*, or aperture for smoke in the roof. To facilitate the carrying of pails the peasantry here use a '*Hisse*', or leathern strap over the shoulders, with a transverse piece of wood across the chest, from which the pails ('*Dailj*') are hung. The view from the *Slogen* (5140 ft.), which is ascended hence with a guide (J. Klok), is said by Mr. Slingsby to be one of the best in Norway. — Boat from Øie to Sæbø $1^1/_2$ kr.

From Øie we may drive all the way to Hellesylt, but the road to Haugen is bad and at places even dangerous. If 'Forbud' has not been sent to Øie, travellers must be prepared to wait several hours.

Leaving Øie, we ascend the strikingly wild and picturesque ***Norangsdal**, which forms the prolongation of the fjord. The road ascends gradually to an upper plateau of the valley with a series of lakes, immediately beyond which the Nebbedal descends

to the E., the highest ground between the two valleys being about 940 ft. above the sea-level (comp. p. 132). A little way from Øie the road crosses a '*Bælte*', or rising neck of land, and enters a broad basin, containing the hamlet of *Skylstad*, from whose inhabitants the sun is shut out during the greater part of the year.

A grand but fatiguing path leads hence to the N.E. across **Skylstad-brekken* (2590 ft.), between *Slogen* and *Smørskredfjeldet*, to *Stranden* on the Sunelv (p. 188), and thence to the N.W., viâ *Gaarden Brunstad* (road beyond this point) to *Aure* in *Søkelven* (p. 188). Imposing scenery. — The Skylstadbrekken may also be combined with an ascent of the *Slogen* (p. 176) or *Smørskredfjeld*.

The valley is bounded on the S. by the *Middagshorn* (4355 ft.) and the *Reipen*, and on the N. by the *Smørskredfjeld* (5240 ft.; first ascended by Mr. Slingsby in 1884). The road now quits the inhabited part of the valley and ascends through a stony wilderness *(Ur)*, under which several mountain-torrents disappear. The Norangsdals-Elv is crossed twice. By the second bridge the scenery is singularly impressive. The mountains rise perpendicularly from the valley, and avalanches which have descended from them cover the river at places, forming bridges of snow in summer. Above us rises the precipitous *Staven* (4960 ft.), under the shade of whose rocks the cattle seek refuge from the midday heat. Farther on, the valley suddenly expands, and we reach the *Stavbergsvand*, the first of four lakes lying one above another. At its E. end are the three *(Stavberg-Sætre)*. The road now skirts the hill to the S. The last lake but one loses most of its water in dry seasons, when it is reduced to a single pool near its outlet. The highest point of the road lies 940 ft. above the sea.

14 Kil. **Fibelstad-Haugen** (1215 ft.; *Haugen's Hotel*, English spoken; fast station), in the upper part of the ***Nebbedal**, is a good starting-point for mountain-excursions to the Jørundfjord and the Søkelvfjord (p. 188). The station is surrounded by most imposing mountains. To the S.W. rise the *Kviteggen* (5585 ft.; ascended in 4-5 hrs.) and the *Bjørnstifjeld* (4928 ft.), to the E. is the *Fibelstadnibben*, with its abrupt wall of rock, and to the W., beyond the Skar, towers the *Smørskredfjeld*. A fine route leads through the *Kvitelvdal* to *Bjerke* (p. 185).

Leaving Fibelstad-Haugen, so called to distinguish it from Indre Haugen on the road to Grodaas (p. 184), we observe to the left, beyond the Fibelstadnibben, the *Sætredal* and *Tryggestad-Nakken*, and to the right the *Blaafjeld*. The Nebbedal, with its pastures sprinkled with birches, presents a pleasant appearance in summer, but is described by *Magdalene Thoresen* in her village-tales as a most dismal and dangerous place in winter and spring, when avalanches are frequently precipitated into it. About 6 Kil. from Haugen we reach *Tryggestad* on the Hornindal and Hellesylt road. From this point a good road descends to (11 Kil.) *Hellesylt* (see p. 185).

From Hellesylt to *Molde*, see R. 21.

21. Overland Route from Bergen to Aalesund and Molde.

Comp. the Maps at pp. 108, 168, and 200, which join each other, as indicated in the general map at the end of the book.

The 'overland route' from Bergen to Molde (or to Aalesund), a considerable part of which, however, is by water, is far preferable to the direct steamboat-voyage. It passes some of the grandest and wildest glacier and fjord scenery in Norway, all of which lies so near the road that it is easily surveyed from the traveller's Stolkjærre or boat.

404 Kil. (250 Engl. M.). STEAMBOAT from Bergen to *Vadheim* (141 Kil. or 87½ Engl. M.) thricc weekly in 7-10 hrs. (fares 7 kr. 60, 4 kr. 25 ø.; comp. *Communicationer*, No. 252 A). — ROAN from Vadheim to *Førde i Bredheim*, 87 Kil. (54 M.). — STEAMBOAT from Førde to *Red* (12 Kil. or 7½ M.) thrice daily in 1½ hr. — ROAN from Red to *Utviken*, 17 Kil. (10½ M.), from Moldestad over a very steep and high hill, which is best surmounted on foot. — BOAT from Utviken to *Faleide*, 11 Kil. or 7 M. (a row of 2 hrs.), or STEAMBOAT (twice weekly; see *Communicationer*, No. 252 B). — ROAD from Faleide to *Hellesylt*, 46 Kil. (28½ M.). — STEAMBOAT from Hellesylt thrice weekly to *Sjøholt* (51 Kil. or 31½ M.) in 6¾ hrs. (comp. *Communicationer*, No. 258). — ROAN from Sjøholt to *Vestnæs*, 26 Kil. (16 M.). — STEAMBOAT from Vestnæs to *Molde* (13 Kil. or 8 M.) 6 times weekly in 1 hr. (or by small boat in 2½-3 hrs.).

PLAN OF EXCURSION. This route may easily be accomplished by a good walker in five or six days, if he so times his departure from Bergen as to catch the steamer from Hellesylt to Mæraak. The following outlines may be useful for ordinary travellers with luggage, and especially if ladies are of the party, but they may be modified at pleasure, and they are of course dependent on the steamboat time-tables. with reference to which they are framed. Those who can devote 10-12 days or more to this route should make Faleide, Visnæs, or Oldøren their headquarters for the magnificent mountain-excursions mentioned below, and Hellesylt their starting-point for a visit to the Norangsfjord (see R. 20) and the mountain-pass at the head of the Geiranger Fjord. The tour thus extended will then embrace far more of Norway's sublimest scenery than could be seen in any other part of the country in the same time.

Five Days (viâ Vadheim). 1st. On Saturday from Bergen by steamer to *Vadheim*, and drive to *Nedre-Vasenden*. 2nd. Sunday at *Nedre-Vasenden*. (Or on Saturday to *Sande* only, and on Sunday to *Nedre-Vasenden*.) 3rd. On Monday to *Utviken*. 4th. On Tuesday to *Hellesylt*. 5th. On Wednesday by steamer to *Sjøholt*, drive to *Vestnæs*, and cross by boat to *Molde* (or by steamer from *Hellesylt* to *Aalesund*). — Or we may proceed by steamer from Hellesylt through the picturesque *Norangsfjord* and *Jørundfjord* to *Sæbø*, drive thence to *Ørstenvik*, and again by steamer to *Aalesund*. Comp. R. 20.

Seven Days (viâ Vadheim). 1st day. On Monday or Friday at midnight by steamer from Bergen to *Vadheim*, and drive to *Sande*. 2nd day. To *Nedre-Vasenden*. 3rd day. To *Utviken*. 4th day. To *Grodaas*. 5th day. To *Hellesylt*. 6th day. To *Mæraak*. 7th day. To *Aalesund* or *Molde*. (Or spend Sunday at *Sjøholt*.)

Five Days (viâ Sveen on the Dalsfjord). As the scenery between Vadheim and *Førde* on the Førdefjord is of little interest, while the Dalsfjord and the Førdefjord are well worth seeing, the traveller may prefer, if the Søndfjord steamboat suits, to travel by it as far as *Sveen* on the Dalsfjord (13 hrs.), or to *Førde* on the Førdefjord (22 hrs.), and begin his overland journey from one of these points. The Søndfjord steamer usually leaves Bergen on Wednesdays at midnight. — 1st Day. On Wednesday from Bergen to *Sveen*, and drive on Thursday to *Nedre-Vasenden*, or, still better, to *Førde* at the E. end of the Førdefjord (or take the Nordfjord steamer to *Florø* (p. 167), and thence drive to Førde). 2nd. On Friday to *Faleide*. 3rd. On Saturday to *Hellesylt* and *Mæraak*. 4th. On Sunday to *Aalesund* or *Molde*. (Or spend Sunday at *Sjøholt*, as

above.) — Or: — On Wed. night by the same steamer to *Førde* on the *Førdefjord*. 2nd. To *Utviken*. 3rd. To *Mæraak*. 4th. To *Aalesund* or *Molde*.

[In the reverse direction: 1st day. From Molde to *Sjøholl*. 2nd day. To *Hellesyll*. 3rd day. Visit *Geiranger Fjord* (p. 186; twice weekly by steamer, at other times by rowing-boat), and proceed to *Ulviken*. 4th day. To *Nedre-Vasenden*. 5th day. To *Sande*, or even to *Vadheim*. 6th day. To *Bergen* or to *Lærdalsøren* (p. 99) or to *Gudvangen* (p. 110).

With the exception of the first three *(Vadheim, Sande,* and *Langeland)* all the stations are fast. Even in Vadheim there are generally carriages enough in waiting on the arrival of the steamer, and those may be taken as far as Førde. Those, however, who are in a special hurry, should make sure by sending 'Forbud' (p. xxi). — Tariff for 'skyds', see pp. xxii, xxiii.

The only good INNS are at *Vadheim*, *Sande*, *Førde* on the Førdefjord, *Nedre-Vasenden*, *Red*, *Utviken*, *Faleide*, *Grodaas*, *Mæraak*, and *Sjøholl*. Tolerable quarters at *Hellesylt* (p. 185).

Good descriptions of the scenery on this fine route are given in *Finn's* Turistbref från en Resa i Norge Sommaren 1875 (Stockholm, 1876), *Daae's* Norske Bygdesagn (Christiania, 1872), *Fylling's* Folksagn (see p. 174), and *Magdalene Thoresen's* Billeder fra Vestkysten af Norge (Copenhagen, 1872).

The steamboat voyage from Bergen to Vadheim takes 7-10 hrs.; see pp. 117, 116.

Vadheim or *Vadem* (slow station; *Hansen's Hotel*, by the pier) is prettily situated at the head of a northern bay of the Sognefjord (see p. 116). To the W. is a waterfall with a manufactory, above which rises the *Noreviksheia*. Comp. the *Map*, p. 108.

Between Vadheim and the Nordfjord the road skirts the W. side of the imposing mountains which are covered by the immense Jostedalsbræ (p. 100), the largest glacier in Norway, whence a number of offshoots descend to the vicinity of dark green fjords and lakes. — On leaving Vadheim we at first gradually ascend the *Vadheimsdal*, which is enclosed by walls of rock 1500-2000 ft. in height. The first gaard, situated on the left, is *Ytre Dalen*, which is somewhat exposed to danger from avalanches. The sun is visible here in winter only for a very short time. The road next ascends between the *Dregebonipen* on the right and the *Fagersletnipen* (2995 ft.) on the left. On a rocky height to the left lie the gaards of *Dregebo*, beyond which the road returns to the left bank of the river. It then skirts the *Lower Yxlandsvand*, and crosses to the W. side of the valley just before reaching the dark *Upper Yxlandsvand* (430 ft.) The watershed is crossed near the gaards of *Aareberge* (535 ft.), situated to the right, on the bank of a small lake in a basin surrounded by mountains. To the N. rises the imposing *Kvamshest* (4065 ft.; see below). Passing *Gaarden Lofald* on the right and the parsonage of that name on the left, we cross the *Gula* or *Holmedals-Elv*, and reach —

15 Kil. **Sande** (**Sivertsen's Inn*, comfortable, 5½ kr. per day), a slow station, in the *Indre Holmedal*, with a church and several gaards. To the S. rises *Dregebonipen* (see above), adjoining which are the *Høgehøi* (2850 ft.) and the *Stensætfjeld* (2470 ft.). To the N.W. towers the majestic *Kvandalsfjeld* (3325 ft.).

A pleasant WALK may be taken from Sande to (6 Kil.) *Horsevik*, on the *Viksvand* (525 ft.), which affords tolerable fishing. On an island near the N. bank is the church of *Hæstad*. To the left rises the Kvandalsfjeld.

A pleasant DRIVE may be taken to the slow station of (14 Kil.) *Eidevik*, near *Sveen* (p. 167), whence we may go on by boat to *Dale* (p. 167). From Dale a pictnresque hut hilly road (40 Kil;. slow stations only) leads to *Bøfjord* on the Sognefjord (p. 117).

Horsevik lies about 14 Kil. (8½ Engl. M.) from *Vik*, at the N.E. end of the lake, whither we may proceed by boat. From Vik a road leads through the *Haukedal*, where the river forms a series of magnificent falls and rapids, to (7 Kil.) *Mostadhaug* on the *Haukedalsvand*, whence we row to *Rørvik*, situated on the W. bank, 4 Kil. to the N. (also a path along the W. bank of the lake, 6 Kil.). A cart-track leads hence to *Holsen* and along the *Holsenvand* to (16 Kil.) *Mo* (p. 181). This route is more interesting and picturesque than the one described below, but is recommended to active walkers only.

If the traveller has not secured a carriage at Vadheim all the way to Førde, he should try to do so at Sande. Otherwise, unless he has ordered horses by Forbud, he will probably undergo a detention of several hours at Langeland. Travellers in the opposite direction are generally permitted by the station-master at Førde to go on without change of horses.

On leaving Sande the road passes the church on the left, and ascends rapidly to the right to *Gaarden Tunvald* at the base of the *Tunvaldfjeld*. Fine retrospect. The hilly road then passes the *Lundsgrønen* on the right and reaches a height commanding a view of the Dalsfjord (in Søndfjord) mountains (p. 167); in the distance the *Løkelandshest*, nearer the *Kvamshest* or *Store Hest* (4065 ft.), which farther on bears a remarkable resemblance to a huge horse, and of the smiling basin of *Lundebygd* at our feet. Beyond this basin we reach the gaards of *Skilbred*, on the moorland banks of the *Skilbredsvand*, whence we enjoy an unimpeded view of the Kvamshest and *Lillehest* (2985 ft.; to the N.E.), with the snow-field between them. In clear weather these mountains are reflected in the lake. We then pass several pleasant gaards.

11 Kil. (pay for 14 in this direction) *Langetand* (poor station), situated at the S. end of a lake about 2½ Kil. in length, the hilly W. bank of which our road traverses, while the road to *Sveen* (p. 167) descends to the left. Our road passes the sæters of *Espetand* and *Hafstad*, at the N. end of the lake, and reaches its highest point (about 1150 ft.), commanding a fine view of the valley of Førde and the imposing mountains at the head of the *Angedal* (to the N.). Only a small triangular portion of the Førdefjord is visible. The hilly road next descends past the sæters of *Præstegaard* and *Hatbrand*, skirts the *Solheimsheia* (1265 ft.) on the left, passes the *Hatbrandsfos* on the right, and reaches —

11 Kil. (pay in the opposite direction for 14) *Hafstad i* **Førde** (**Inn*, D. 2 kr.), the chief place in the district of *Søndfjord*, situated 1 Engl. M. from the head of the *Førdefjord* (steamers on the fjord, see p. 167). On the opposite side of the *Jølster-Elv*, which is here crossed by a large bridge, are the *Telegraph Office* and the *Church*,

the latter situated on an ancient moraine. Horses are bred extensively here and on the Nordfjord, and the so-called 'Fjordrace' is believed to be the original Norwegian type. — To the N. rises *Førdenipen* (2825 ft.), to the E. the *Viefjeld* (2210 ft.) and the mountains round the *Holsenvand*, and to the S.W. the *Solheimsheia* (1265 ft.). A pleasant walk may be taken along the Jølster-Elv to the pier on the fjord, of which little is seen from this point. Another may be taken to the (1/2 hr.) *Halbrandsfos*, on the way to Langeland (see above).

On leaving Førde we obtain a view to the left of the *Angedal*, at the head of which rise the *Sandfjeld* (4100 ft.) and the *Kupefjeldene* (4190 ft.). Our road traverses the well-cultivated valley of the *Jølster-Elv*, and passes the *Viefjeld* on the left. Near the gaards of *Bruland*, which lie on an alluvial terrace, the stream forms the pretty *Brulandsfos*. The road then crosses the long *Farsundebro*, at the end of the clear *Movatten* (75 ft.), through which the stream flows, and skirts its N. bank. A fine view is enjoyed here of the *Sanddalsfjeld* to the N.E., the *Halvgjærde* to the E., and the *Aasenfjeld* to the S., while in the distance appear several offshoots of the *Jostedalsbræ*. Beyond the Movatten we pass on the right the agricultural school *(Landbrugsskole)* of *Mo*. A few minutes farther on is the fine *Huldrefos*, in the midst of park-like scenery. After 20 min. drive through a solitary pine-forest we pass on the right the road to Holsen and Haukedal, mentioned at p. 180. The cultivation decreases as the road ascends. At the gaard of *Flaata* we obtain a fine view of the *Jygrafjeld* to the N. and the *Sanddalsfjeld* to the S. of the *Jølstervand*, at the W. end of which lies —

19 Kil. **Nedre Vasenden** (tolerable quarters, cuisine well spoken of, R. 1 kr., B. 80, S. 90 ø.), 'lower end of the water'. The row along the Jølstervand is pleasant but rather long, and the very small and slow steamer is still less recommended (fare to Aardal 1 kr. 7 ø.). Before continuing this journey travellers should take a walk across the bridge over the Jølster-Elv, which here forms some fine rapids.

The road now runs along the N. bank of the pretty ***Jølstervand** (670 ft.), which is about 14 Engl. M. in length from E. to W. On the N. side it is bounded by the *Jygrafjeld*, and on the S. by the *Sanddalsfjeld*, the *Klana*, the *Orken*, and the *Sadeleggen*. On the S. side, which is called by the natives the 'Nordside' on account of its facing the N., appear several stretches of the *Grovebræ* and the Jostedalsbræ, and at the head of the *Kjøsnæsfjord*, which diverges to the S.E., is the blueish-green *Glacier of Lunde*, descending from the N. Both banks of the lake are studded with gaards, most of them on the 'Solside'. The lake and the stream flowing out of it contain excellent trout. The road skirts the base of the Jygrafjeld and reaches the gaards of *Sviddal*, at the mouth of the *Bergsdal*. It then traverses the fertile *Aalhusbygd*, passing the entrances of the *Nedrebødal* and *Øvrebødal*, skirts the *Bjørsætfjeld* (3310 ft.), and crosses the *Aardals-Elv*.

15 Kil. **Aardal** (**Inn*, unpretending and moderate), commanding a fine view of the gaards of *Myklebostad*. — A little beyond Aardal we pass the new church of *Helgheim*. Opposite opens the *Kjøsnæsfjord* (6 Engl. M. long), at the E. end of which lies the gaard of *Lunde* (pass to Fjærland, see p. 115). To the N. of the Kjøsnæsfjord rises the *Bjørga* (5510 ft.) and to the S. the *Søgnesandnipa* (4965 ft.).

At the upper end of the lake is *Øvre Vasenden* or *Skei*. Travellers in the reverse direction who fail in procuring horses here should proceed by boat instead of on foot.

The road now surmounts a small watershed and then leads to the N. through a broad valley, containing the *Føglevand* and the *Skredevand*, the amount of water in which varies considerably. To the E. the *Fosheimfos* descends from the Bjørga (see above). The scenery becomes really fine when we reach the *Bolsætvand*, beyond which lie the *Stardal* and several glaciers of the Jostedalsbræ.

PEDESTRIANS who are willing to forego a visit to the Bredheimsvand may proceed from Skei by the good skyds-road (no tariff; arrange beforehand) to the E., through the **Stardal**, to *Aamot* (bad quarters, at Tolleif Aamot's), and walk thence (with a guide, arrange terms beforehand) across the *Oldenskar* (6130 ft.) to *Rustøen* (good quarters), at the end of the *Oldenvand* (p. 193). This expedition, through magnificent scenery, should be undertaken only by practised walkers (2 hrs. to the foot of the *Aamotbræ*, 2 hrs. to its highest point; and about 1½ hr. more for the steep and fatiguing descent). — This tour is better done in the opposite direction, as the difficult ascent from Mælkevold to the top of the pass comes first, and the rest of the way to Aamot is a gradual descent, while the poor quarters at Aamot may be avoided. The stages are as follows: from Oldøren to Eide, or by boat across the Oldenvand to Rustøen, 2½ hrs.; thence (with guide) viâ Mælkevold to the top of the fjeld (steep and difficult), 1¾ hr.; to the head of the pass, ½ hr.; to the Aamotbræ, 1½ hr.; to Aamot, 1¼ hr. A guide is indispensable between the pass and Mælkevold (in either direction), but cannot always be found at Aamot.

Another magnificent valley is the **Vaatedal**, which runs parallel to the Bredheimsvand on the E. and is reached by a somewhat toilsome path from the Stardal. From *Egge*, at the end of this path, a road leads to *Moldestad* (p. 183) or *Red*.

From Aamot a comparatively easy pass leads across the Jostedalsbræ to *Langedalen* and on to Solvorn (p. 103) or Fjærland (p. 114).

The beautiful but hilly road now follows the bank of the *Storelv* and then skirts the small *Paulsvand*. The *Skjorla* (4090 ft.) is here conspicuous to the W. To the right, shortly before reaching Førde, we pass the precipitous *Kupenaava*, the valley below which is strewn with huge blocks of rock.

16 Kil. (pay for 19) *Førde i Bredheim* (telegraph-station), a poor hamlet, lies near the S. end of the ***Bredheimsvand**, or *Breumsvand* (200 ft.; 900 ft. deep), here called the *Førdefjord*, a magnificent lake about 10 Engl. M. in length, enclosed by imposing mountains. Comp. the *Maps*, pp. 108, 168. — The road terminates here, at a lofty old moraine, and we proceed either in a rowing-boat or by one of the steamers mentioned on next page. To the left rises the precipitous Skjorta, with the *Gamledalsfos*, to the right the dizzy heights of the *Svenskenipa* (4770 ft.). The *Myklands-*

dal is next passed on the left, and the *Ordal* on the right. To the N., in the background, rises the *Duneggen* (3650 ft.). Farther on the *Skarstenfjeld* rises to the left. Beyond this point is the *Næsdal*, to the left, with several gaards. Shortly before reaching Red we pass the mouth of the *Vaatedals-Elv*, and see several offshoots of the Jostedalsbræ at the head of the *Bredheimsdal*.

12 Kil. **Red** (*Victoria-Hotel*, with the skyds-station, well spoken of; *Hôtel Gordon*, also well spoken of, English landlord, D. 2 kr.), picturesquely situated on the E. bank of the Bredheimsvand, near the church of *Bredheim*. The small steamers 'Victoria', and 'Gordon', belonging to the hotels, ply twice daily to Førde, starting at 9 a.m. and 3 p.m., and returning at noon and 7 p.m.

At the N.W. end of the lake, which is unattractive beyond this point, lies *Vasenden* (road to this point in progress), whence an excellent road crosses the Eid (255 ft.) to (4 Kil.) *Sandene* on the *Gloppenfjord* (p. 168).

The road to Utviken gradually ascends the N. side of the fertile Bredheimsdal, passing several pleasant gaards. Beyond *Flotø* a road on the right diverges to the *Bergemsvand*.

Moldestad, a group of farms about 500 ft. above the lake, commands a fine view of the valley and the Jostedalsbræ. A road to *Fosheim* and *Myklebostad*, on the *Sanddalsvand*, here branches off to the E.

From Fosheim a fine glacier-path leads over the slope of the *Store Ceciliekrona* to *Olden* (p. 192). — *Myklebostad* is the starting-point for an ascent of the *Snenipa* (6060 ft.), the highest point of the glacier-district to the W. of the *Oldenvand*.

About $^3/_4$ hr. beyond Moldestad we obtain a striking view of the whole Bredheimsbygd, the large valleys to the E. and S., and the Bredheimsvand. The most conspicuous mountains are: the *Gjetenyken* (5825 ft.), with its huge glaciers, towering above the Sanddalsvand to the E.; the *Vora* and the pointed *Eggenibba* to the S., between the Sanddalsvand and the Bergemsvand; to the W., the *Raadfjeld;* to the S.W., the *Skarstenfjeld* (see below), overshadowing the Bredheimsvand. On reaching the top of the hill we find ourselves in a desolate mountain-plateau (2065 ft.), strewn with blocks of rock brought down by the glaciers and with small moorland ponds. The *Skarstenfjeld*, with its sharply defined outline and large 'botn', is now very conspicuous to the S.W. From the N. margin of the plateau we obtain a beautiful *View of the Indvikfjord, and of the *Laudalstinder*, *Hornindalsrokken* (p. 185), and other mountains to the N. We now descend by a new zigzag path (walking preferable), commanding occasional views of the Jostedalsbræ, to ($^3/_4$ hr.) —

17 Kil. (pay for 20) *Bruland i* **Utviken** (**Loen's Inn*, R. 1. B. 1, S. 1 kr.), prettily situated on the *Indvikfjord*. — A steamboat plies from Utviken to Faleide twice weekly (see *Communicationer*, 252 A) in $1^1/_2$ hr. If the steamer does not suit we take a rowing-boat (with 2 men, $2^1/_4$ kr.). On starting we see the *Sølvbergfjeld* with several gaards to the left, at the foot of which is the

breeding-place of a colony of *Skarvers*, a kind of gull. In a bay to the right lie the church and hamlet of *Indviken*. By Indviken opens the wild *Præstedal*, enclosed by the *Skarstenfjeld* (5384 ft.) on the N. and the *Størlaugpik* (2270 ft.) on the S. We then skirt the promontory of *Hildehalsen*, and reach —

11 Kil. **Faleide** (**Tenden's Hotel*, one of the best in Norway, R. 1 kr. 20 ø., B. 1, S. 1, D. 2 kr., English spoken; fast station; several good guides here), pleasantly situated on the N. bank of the fjord, and called at by the Bergen and Nordfjord steamers (see *Communicationer*, No. 252 B). Faleide is a good starting-point for a variety of excursions and is often full of English and American visitors. In the height of the season it is sometimes difficult to get on hence without pre-arrangement, as all the horses may be engaged. Towards the E. the view is bounded by a magnificent background of mountains: to the left the serrated *Aarheimsfjeld* (2020 ft.), to the right of which rise the huge *Skaalan* (6355 ft.), in the distance, and the *Auflemsfjeld* (5090 ft.), somewhat nearer; to the S. is the *Algjelfjeld* (2780 ft.), overtopped by the *Skarstenfjeld* (5060 ft.).

Excursions from Faleide: to the N. to the gaard of *Lange-Sæter* (about 820 ft.); to the E., along the bank of the lake, to the gaard of *Svarvestad*, which is fitted up in an old-fashioned style; by boat to *Indviken* and thence on foot to the *Præstedal* (see above), or to the *Skarstenfjeld* (see above; ascent in 4-5 hrs.; celebrated view); by boat in 1½ hr. to *Rake* and thence to the top of the *Opheimsfjeld* (see p. 189); or finally to the imposing glacier-valleys of *Olden*, *Stryn*, and *Loen* (R. 22), spending the night at Oldøren, Visnæs, or Loen, so as to shorten the 10-12 hrs. expeditions. Loen is a good centre for excursions. — Boat with two rowers from Faleide to Olden or Loen 2 kr. 40 ø.

If the inn at Faleide is full, the traveller may proceed to *Visnæs* (Inn), 6 Kil. farther up, and the last steamboat-station; or he may row across the fjord to (14 Kil.) *Oldøren* (p. 192).

The Road from Faleide to Hellesylt at first ascends rapidly to a height of 800 ft. above the sea, commanding fine retrospective views of the fjord and the Skarstenfjeld (see above). It then descends through a somewhat uninteresting wooded district, passing the gaards of *Lange-Sæter*, *Flore*, and *Sindre*, to the *Kjøsbunden*, the S.E. arm of the Hornindalsvand. In descending we have frequent views of the *Holmefjeld* to the W., the *Gulekop* to the N., etc.

12 Kil. (pay for 17) *Kjøs*. The next stage, from Kjøs to Grodaas, may be performed by water; but although the road is hilly, it is quicker to drive along the banks of the lake.

The **Hornindalsvand** is the geological prolongation of the Eidsfjord (p. 168), 175 ft. above the level of the sea and 1500 ft. in depth. From Vedvik and Nord (p. 168) to Grodaas it is 14½ Engl. M. in length (steamboat 'Dølen', thrice weekly in 3½ hrs.). To the N., opposite the month of the Kjøsbunden, opens the *Oterdal*, extending between the *Snetuen* (3640 ft.) on the left and the *Hornsnakken* on the right.

6 Kil. (pay for 8) **Grodaas** (*L. P. Navelsaker's Hotel*, English

spoken; *Raftevold's Hotel*, both good, the latter less expensive, D. 1½ kr.), charmingly situated at the E. end of the Hornindalsvand, near the church of *Hornindal*, which we pass in continuing our journey.

From Hornindal a bridle-path (guide desirable) crosses the *Kriven* (2790 ft.?) or (finer) the *Hjortedalskar*, a little farther to the N. (good view of the Hornindalsrokken from the height to the right of the pass), to (4-5 hrs.) the skyds-station *Kaldvatn*, whence we may drive towards the E. to (12 Kil.) *Bjerke* on the *Jørundfjord* (p. 175), or to the W. to (7 Kil.) *Førde* on the *Østefjord*, on which a boat may be taken to (18 Kil.) *Volden* (p. 171).

From Grodaas the road ascends the Hornindal, passing several pleasant gaards, the *Dønefos*, and the entrance to the *Hjortdal*. Farther up the valley expands and is bounded on both sides by snow-clad mountains. On the right rise the *Gulekop*, the *Seljesæterhorn* (2210 ft.), and the *Mulsvorhorn* (2700 ft.); to the left, the *Brækeggen* (4320 ft.) and *Lilledalseggen*. Below the Seljesæterhorn opens the *Knudsdal*.

9 Kil. (pay for 11, but not in the reverse direction) *Indre Haugen*, a poor station. The station-master is an intelligent man, who acts as a guide to the Hornindalsrokken, etc. A carriole may be hired here for (20 Kil.) Fibelstad-Haugen. — A little farther on we have a view to the left of the *Hornindalsrokken* (5015 ft.), an almost inaccessible-looking peak, rising from a side-valley (ascent from Haugen in 10 hrs., driving practicable for 2 hrs.). We then cross the boundary of Søndmøre and enter the *Romsdalsamt*.

6 Kil. *Kjelstadli* (1390 ft.). Travellers on their way to the N. do not usually stop here, while those coming in the reverse direction (from Hellesylt) change horses here and pass Indre Haugen without stopping.

Beyond Kjelstadli we enter another grand mountainous region. To the left opens the valley of *Kjelstad*, with the gaard of the same name and several glaciers; to the right the *Rørhusdal*, with the pointed *Rørhusnibba*. The road descends to *Tronstad* (1130 ft.), formerly a station, a little to the N. of which, by *Tryggestad*, opens the *Nebbedal* (p. 177). Fine view of the Fibelstadsnibba. The road descends along the left bank of the *Sundals-Elv*, the valley of which soon contracts to a profound ravine. To the left opens the *Mulskreddal*. Splendid view of the Sunelvfjord and its mountains. The road crosses the stream, passes the church of *Sunelven*, and reaches —

13 Kil. **Hellesylt** (*Magnussen's Hotel, Jørgen Tryggestad's Inn*, both mediocre, R., B., or S. 1, D. 1½ kr.; steamer, see below), with the church of *Sunelven*, grandly situated at the head of the **Sunelvsfjord**, an arm of the *Storfjord*. Avalanches *(Sneskred)* often fall here in winter. Jørgen Tryggestad is the tenant of the *Helsetvand*, 3½ Engl. M. distant, which affords good fishing. — *Comp. the Map, p. 168.*

From Hellesylt a pleasant *Excursion (a day there and back) may be made to the *Nebbedal* and the *Norangsfjord* (p. 176), driving to *Fibel-*

stad-Haugen (p. 177) and *Øie* (p. 176). From Øie we row as far as the Jørundfjord and then return (2½-3 hrs.).

FROM HELLESYLT TO THE STRYNSVAND, 25 Kil. We drive up the valley to the S.E., passing the fine waterfalls of (8 Kil.) *Dønefos* and *Frøjsefos*, to *Bjørgdal*, whence a footpath leads viâ the *Øvre Flo Sæter* to *Flo*, on the Strynsvand (see p. 190; boat probably not found at Flo).

The steamer 'Touristen', belonging to J. Tryggestad (p. 185; comp. *Communicationer*, 258) and the 'Geiranger' and 'Robert' (*Communicationer*, 260 B) ply thrice weekly (also 'Extraturer' in the season) from Hellesylt to Mæraak, Sjøholt, and Aalesund. The 'Touristen' may be hired on off-days for 20 kr. On one of their voyages the 'Geiranger' and 'Robert' do not touch at Mæraak, and on these occasions they may generally be hired to visit the Geiranger Fjord for an extra payment. It is advisable to enquire on the spot as to the hours of sailing. — A small boat takes 3-4 hrs. to go from Hellesylt to Mæraak.

About 3 Kil. to the N. of Hellesylt, on the E. side of the Sunelvsfjord, diverges the ****Geiranger Fjord,** abounding in beautiful waterfalls, which, however, are apt to dwindle in hot summers. At the entrance to it are the *Nokkenebfjeld* (*Neb*, 'beak'; 4370 ft.), on the right, and the gaard of *Madvik* on the left. In winter when the avalanches descend from the *Stabbefonn*, above the Nokkeneb, the windows at Madvik are frequently broken by the concussion. On the right, farther up the fjord, rise the *Liadalsnibba* (4835 ft.) and *Gjerkelandseggen* (4940 ft.), on the left the *Grauthorn* (4425 ft.). The fjord now contracts. On the N. (left) side, near *Gaarden Knivsflaa*, are the *Knivsflaafosser* or '*Seven Sister Waterfalls*', of which only four are now visible, formed by the *Knivselv*, and falling over a perpendicular cliff into the fjord. Above them towers the *Gjeitfjetdtind* (5145 ft.), and farther on is the *Gjeitfondegg* (4800 ft.). On the S. bank lies the gaard of *Skaggeflaa*, in an apparently inaccessible site, about 1600 ft. above the fjord, and reached by a precipitous and dizzy path. Near the gaard is the *Skaggeflaafos* or *Gjeitfos*. In the vicinity is a deep ravine with the *Jututbro* ('giant bridge'). On both sides of the fjord are seen numerous small waterfalls, some of which descend in the form of spray or mist, betraying their existence only by the disturbed state of the water into which they fall. Others descend from overhanging cliffs in a veil-like form, and are best seen from one side. In cloudy weather, when the tops of the mountains are shrouded in vapour, the waterfalls seem to fall directly from the clouds. Shortly before reaching Mæraak we pass several curious rocks, assuming the shapes of grotesque profiles. To the left are the veil-like *Aafjeldfos* and the gaard of *Grande*. Fine view of the mountain-backgronnd towards the E. At the head of the fjord, about 12½ Engl. M. from Hellesylt, lies —

Mæraak or *Merok* (**Martin Merok's Inn*, R., B., or S. 1 kr.; *Geiranger Hotel*, well spoken of), picturesquely situated. Mæraak commands a view of a very small part of the fjord only, but the *Storøira*,

5 min. higher, enjoys a wide and beautiful prospect. An interesting excursion may be taken hence to the *Storsæterfos* (2000 ft. above the sea-level, about 3 hrs. there and back, a stiff climb; guide 1-2 kr.).

In the background, behind Mæraak, rises the *Storbaren* (5785 ft.), which is skirted by the fine new road to *Grotlid* (p. 163) and *Skeaker* (p. 162) in the Gudbrandsdal. This magnificent route should if possible be visited from Mæraak as far as the 'Fjeldstue' or refuge-hut at the foot of the *Stavbrækkene* (by carriage 7-8 hrs. there and back). About 4 Kil. from Mæraak is the gorge of **Flydalsjuvet*, recently made accessible.

The steamer returns from Mæraak to the *Sunelvsfjord*, which is bounded on the W. by the *Aakernæsfjeld* (5040 ft.), and on the E. by the *Nonsfjeld* and *Smogehornet*. Sometimes it calls again at Hellesylt. On the W. bank, opposite the entrance to the Geirangerfjord, lies *Ljøen*, whence a road to Slyngstad ascends the *Ljøenbakker* (2590 ft.) in zigzags. On the E. bank are several gaards. Farther on the steamer again turns to the E. into the **Norddalsfjord**, another arm of the Storfjord, where it passes *St. Olaf's Snushorn*, a grotesquely-shaped cliff, and touches at *Ytredalen*, *Rellingen*, with the *Norddalskirke*, and —

Sylte (**Gunnar Grønningseter's Inn*, high charges; *Døving*), on the N. bank. A curious vein of light quartz here is called *St. Olaf's Slange* or *Syltormen*. To the E. rises the lofty *Heggurdalstind*. — From this point onwards the route may be traced on the *Map* at p. 200.

From Sylte to Veblungsnæs. This interesting route usually takes 1½ day, but may be accomplished in 1 day if the traveller drive to Langdal. A guide is necessary for the latter part of the way (*Grønningseter* of Sylte, bargaining advisable; *Martinus Pedersen* of Gjerde, 5 Engl. M. from Sylte, well spoken of). — The road at first ascends the old moraine of *Langbrekken*. At the top of the hill is a cross in memory of St. Olaf, who in 1028 fled from Sylte to Lesje in the Gudbrandsdal. The road then ascends the *Valdal*, passing several pleasant gaards, which are much in vogue as summer-quarters among the citizens of Aalesund. At *Rem*, the first large gaard, 12 Kil. from Sylte, carrioles and horses may be obtained. Beyond Rem we cross the wide stony tract of *Skjærsurden* and reach (22 Kil. from Sylte) *Gaarden Langdal*, where good entertainment and also, if desired, quarters for the night are obtainable. At *Nedre Støl*, 2 Kil. farther on, the road ceases. We ascend on foot through the *Meierdal* to the top of the **Stegafjeld** pass, where a magnificent survey is unfolded of the Romsdalshorn, the Vengetinder, Kongen, and Dronningen, with the fjord in the distance to the N. Beyond this point a footpath, indicated by 'Varder' (guide necessary) crosses the fjeld, skirting several small lakes and sometimes passing over snow. It then turns to the N.E. towards the Isterdal, descends the *Stegane* in innumerable windings and passes the **Isterfos*, several hundred feet high, commanding a fine view of the *Isterdalsfjeld* to the left and the W. side of the *Troldtinder* (p. 200) to the right. In about 6 hrs. from Langdal we reach the *Sogge-Sæter*, where milk and bread may be obtained. To *Veblungsnæs* 2 hrs. more (see p. 199).

A visit may also be paid from Sylte to the imposing **Tafjord*, the easternmost bay of the Norddalsfjord, which, though inferior to the Geiranger, also boasts of very grand scenery. On the left is a fine waterfall; and on the same side, farther on, is the *Muldalsfos*, descending from the inhabited *Muldal*. The steamer steers through a strait into a kind of amphitheatre. A waterfall on the right rebounds from a projecting rock, which divides it into two parts. In the background is the village of *Tafjord*, on the hill above which, to the right, are iron-mines belonging to an English company. Lofty snow-mountains peer over the banks of

the fjord in every direction. From the E. end of the Tafjord mountain-passes lead to *Grotlid* and *Stuefloten* (p. 201).

The steamer now continues its western course, and touches at 'Bygden' *Linge*, with its picturesque gaards, and at the *Liabygd*. A fine view is obtained as far as Hellesylt to the S., and the mountains of the Geiranger Fjord become particularly conspicuous. The steamer then crosses to *Stranden* (see also p. 177), with the church of *Slyngstad*, on the S. bank. The scenery here presents a pleasing combination of softness and grandeur. In the background rises the *Hemdalshorn*.

The fjord now assumes the name of **Slyngsfjord.** The steamer steers round the projecting *Stordalsnæs* or *Holmen*, enters the *Stordalsvik*, and touches at the gaards of *Hove* and *Vinje*, at the entrance to the picturesque *Stordal*. Our course now continues to the N. On the right bank lie the gaards of *Vagsvik*, *Vestre*, and *Amdam*. On the opposite bank is the steamboat-station of *Sjøvik*, whence a road leads to (11 Kil.) *Aure* (see below). The steamer then rounds the *Gausnæs*, and enters a bay, at the end of which lies —

Sjøholt or *Søholt* (**Sjøholt Hotel*, R., B., or S. 1, D. 2 kr.), charmingly situated amid luxuriant vegetation at the S.E. base of the *Lifjeld*. To the N.E. rises the *Snaufjeld* (2880 ft.), and to the S., over the Gausnæs, the snow-capped *Storhorn* (3250 ft.). On the opposite bank of the stream which here enters the fjord is the church of *Ørskog*. Sjøholt, which is a fast station, offers good boating and sea-fishing and affords pleasant quarters for a day or two. The herring-fishery in August is interesting.

Walks. Towards the W. to the (1/2 hr.) '*Laksvarp*' (called '*Gilje*' in the Sogn district), or apparatus for catching salmon, with white boards to attract the fish. — To the *Ørskogdal*, which contains a pretty waterfall. — To reach the top of the *Lifjeld* we ascend the *Solnørdal* for 1 hr., and then climb to the left for 1/2 hr. The ascent of the *Veirhorn* also takes 1 1/2 hr. — The view from the *Lauparen* is said to be very grand (guide, Jens Vagsvik).

From Sjøholt we may order the private steamer of the Grand Hotel in Molde to meet us at Vestnæs (12-15 kr., including the telegram); see p. 189.

From Sjøholt to Aalesund (38 Kil. or 24 Engl. M.), we may proceed either by the road viâ (13 Kil.) *Flaate* and (13 Kil.) *Rødsæt*, or by the steamboat. The latter, which plies several times a week and takes 4 hrs. to the voyage, first touches at *Langskibsø*, on the N. bank of the fjord, which is here called the *Nordfjord* (not to be confounded with the Nordfjord mentioned at p. 168). The next station is **Aure** in *Søkelven* (telegraph-station), charmingly situated on a S. bay of the fjord in the midst of imposing scenery (comp. p. 177), and often crowded in summer with visitors from Aalesund (from Aure to Skylstad-Øie, see p. 177). In the background rise the pointed *Strømshorn* (3240 ft.) and the imposing *Troldkirketind* (4710 ft.). We next pass, on the left, *Tusvik*, which also affords accommodation to summer-visitors. Passing the *Jørundfjord* (p. 175) on the left, the steamer steers to the N.W., between the *Sulø* on the left and the *Oksenø* on the right,

and soon reaches the beautifully situated town of *Aalesund* (p. 171).

FROM SJØHOLT TO MOLDE. The road at first gradually ascends through the pretty *Ørskogdal* to a moorland plateau, in which lies a small lake. The traveller will here notice numerous '*Loer*', or small huts for containing the hay; the long poles are for marking the way in winter. We then cross the boundary between the Bergens-Stift and the *Throndhjems-Stift*, and descend into the *Skorgedal*.

15 Kil. *Ellingsgaard* (575 ft.; no accommodation). To the right rises the *Brustind*, to the left the *Ysttinder*. The valley becomes more attractive. Beyond *Viken* the road skirts the W. bank of the beautiful *Tresfjord*, passing several gaards, crosses the mouth of the narrow *Misfjord*, and reaches —

11 Kil. **Vestnæs** (**Inn*, D. 2 kr.), a scattered village with a church, beautifully situated near the *Moldefjord*. Steamboat to Molde almost every day and to Veblungsnæs (p. 199) four times weekly (comp. *Communicationer*, Nos. 260 A, 264). The private steamer of the Grand Hotel at Molde (p. 194) often makes extra-trips on Sunday. If the steamer does not suit, we cross the fjord by boat in 2½-3 hrs. to (13 Kil.) *Molde* (see p. 194).

22. The Valleys of Stryn, Loen, and Olden.

Comp. the Map, p. 168.

As the steamer ('Nordfjord'; see *Communicationer*, 252 B) visits the Nordfjord only twice a week, comparatively few travellers can avail themselves of it. A small local steamer plies twice daily from Faleide to *Visnæs*, *Loen*, and *Oldøren*, which may also be reached thence by small boat in 1, 2, and 2½ hrs. respectively (with two rowers, 2 kr. 40 ø.). All three of these places contain comfortable inns, Loen perhaps furnishing the best quarters for those who do not wish to change from night to night. Wraps should always be provided for the return home in the evenings. The 'Rorskarle' of the Strynsvand, Loenvand, and Oldenvand also act as guides; but in the actual glacier-climbing they are of comparatively little service. The traveller must take with him his own provisions, as in the valleys generally only milk and bread can be obtained.

Faleide (see p. 184) lies on the *Indvikfjord*, the innermost branch of the Nordfjord, 6 Kil. from Visnæs, 10 Kil. from Loen, and 13 Kil. from Oldøren. The passage across the fjord to any of these places is very fine. As far as Visnæs we see the *Aarheimsfjeld* rising in front of us, with the *Grytefjeld* to the N. Farther on, on the way to Loen and Oldøren, rises the *Skaalan* (6355 ft.), with its glacier-filled 'Skal', or bowl, opening to the N.E.; to the right are the *Sandenibben* (p. 191) and the *Auflemsfjeld* (p. 191), behind which, as we proceed, the *Melheimsnibben* (p. 191) also comes into view. To the E. of the Aarheimsfjeld rise the *Opheimsfjeld* (ascended from *Rake* in 2 hrs.; magnificent view) and the *Lofjeld* (still more extensive view). To the S. we now gain an uninterrupted view of the Oldendal, with the *Store Ceceliekrona* (p. 193; to the W.) and the *Ravnefjeldsbræ*.

The three valleys *Stryndal*, *Loendal*, and *Oldendal*, opening

to the E. and S.E. of the Indvikfjord, extend into the heart of the Norwegian Fjeld, and to the Jostedalsbræ (p. 105). The greater part of the floor of each of these valleys is occupied by a lake, 7-10 Engl. M. in length, formed by an ancient moraine-formation, which separates it from the fjord and is called the *Eid*. At the upper end of the valleys the glaciers, extending from the higher snow-fields of the Jostedalsbræ, descend so far that from the middle of the lake they seem actually to reach its banks. All three lakes, but especially those in the Oldendal and Loendal, are enclosed by rocky walls 4-5000 ft. high, over which rise mountain-peaks to the height of 6500 ft. On all sides hang huge glaciers, some ending abruptly in precipitous walls of rock, over the brink of which are precipitated large masses of ice detached from the main body. This phenomenon is known as the 'calving' of the glaciers. From the numerous fissures in the rocky wall glacier-streams fall into the lakes, tingeing with a milky hue the green waters below. At the mouths of many of these streams are situated gaards or sæters, occupied only at night, the owners coming by boat in the evening to milk their cattle, and returning in the morning to their farms. Higher up the valley, however, the sæters are often permanently inhabited. The people are still very primitive and somewhat dirty. When the traveller finds a gaard with no one within, he lights a fire for himself, takes what milk and bread he requires, and leaves a remuneration on the window-sill.

I. Excursion to the Strynsdal: from Visnæs to the end of the Strynsvand 3 hrs., to the Gredungsbræ 5 hrs.

The starting-point for a visit to the Stryndal is **Visnæs** (**Visnæs Hotel*, by the landing-place; good quarters at the skyds-station, kept by *L. Bøe*), at the foot of the *Aarheimsfjeld*. The road crosses the *Strynelv* and follows its N. bank to *Ytre Eide*, the church of *Nedstryn*, and the gaards of *Gjørven* and *Øvre Eide*. At *Sunde* we cross to the S. bank by a bridge and soon reach the fast station of (14 Kil.) *Bergstad*, where we obtain a boat to cross the Strynsvand (with two rowers 1 kr. 92, with three rowers 2 kr. 88 ø.).

The **Strynsvand** (80 ft.), which is about 10 Engl. M. in length, is at first narrow, but afterwards, at *Lindvik*, expands into a beautiful sheet of water. As we proceed we see, to the N., the *Marshydna* (4680 ft.) and (farther on) the *Flofjeld* (4400 ft.), with the *Rindalshorn* (5950 ft.) behind it and the high-lying gaards of *Flo* (720 ft.; good quarters; footpath to Bjørgdal, see p. 186) in front. To the right are the gaards of *Holmevik*, *Ørenæs*, and *Tunold*, and higher up those of *Brække* and *Aaning*, above which towers the *Brækkefjeld*. From this point we proceed in a S.E. direction to the *Church of Opstryn*, above which, to the S.W., appears the *Fosnæsbræ*, descending from the *Skaalan* (p. 191). On the other side we have a view of the *Glomsdal* and *Videdal*, with the *Utomnæseggen* and the *Midtstølshydna* rising between them. At the mouth of the

Videdal lies *Hjelle*, where the fjeld-route to Grotlid in the Gudbrandsdal (see pp. 166-164) begins; this route is by no means so imposing when accomplished from this side, but it is worth while driving to the Via-Sæter (p. 165).

To the S. appears the entrance to the sombre *Erdal*, at the upper end of which the *Gredungsbræ* is visible. In front, to the right, is the *Tindefjeldsbræ* with the *Tuvsehydna*, and to the left, the *Ryghydna* (5325 ft.) and the *Sæterfjeld* (6200 ft.), the whole forming a most imposing picture of mountain and glacier scenery. After a row of 2-2½ hrs. we land at the gaard of *Mørk* or *Grønfur*, cross the *Erdøla* to the gaard of *Erdal*, and ascend the ***Erdal**, viâ *Berge* and *Tjælhaug*, to *Gaarden Gredung* (30-40 min.; tolerable quarters). Proceeding thence, with a view of the *Erdalsbræ* or *Gredungsbræ*, which stretches down between the *Strynskaupe* on the left and the *Skaalfjeld* on the right, we arrive in 2-2½ hrs. at the loftily-situated *Gredungs-Sæter*, at the foot of the fissured glacier (2315 ft.), past which leads the route to the Jostedal (see p. 107).

An excursion from the Gredungs-Sæter over the Jostedalsbræ to the *Lodalskaupe* (p. 108), and thence into the *Bødal* (p. 192) takes 8-10 hrs., and should not be attempted without an experienced guide (to be obtained at Gredung; fee 13 kr.). By this expedition the traveller avoids the necessity of returning to Visnæs, and can go directly to Loen through the Loendal.

II. Excursion to the Loendal: from Loen on foot to *Vasenden* ½-¾ hr.; to the upper end of the *Loenvand*, by rowing-boat, 2½-3 hrs., thence on foot to within sight of the *Kjendalsbræ* ½-¾ hr., to the glacier itself ½-¾ hr. more. The Loendal, as the finest, should be kept to the last. Luncheon should be brought.

Loen (*B. Kvamme's Hotel*, R. 1, D. 2 kr.; *Alexandra Hotel*, both well spoken of), with a little church belonging to Stryn, lies at the entrance to the ***Loendal**, which is watered by a clear little stream and is bounded on the N. by the *Lofjeld*, and on the S. by the *Auflemsfjeld* (5090 ft.). A carriage-road, affording beautiful views of the snow-covered *Bødalsfjeld*, and farther on of the *Kronebræ* and the *Kjendalskrona*, ascends from Loen through a park-like landscape, passes the mouth of the *Fosdal* and the *Haugfos*, a 'horse-shoe' waterfall formed by the Loendals-Elv, and brings us in ¾ hr. to the hamlet of *Vasenden*. Fine view from the bridge to the right.

We now reach the ****Loenvand**, a mountain lake of the most imposing description, about 7½ Engl. M. long. A boat is obtained here (with two rowers, 5 kr. 50 ø.). Soon after starting we enjoy an uninterrupted view over the whole lake. On the left, above the gaard of *Sande*, rises the *Sandenibben* (5425 ft.), on the right are the Auflemsfjeld and the *Melheimsnibben* (5425 ft.). From all the mountains, but especially from the *Ravnefjeld* (6575 ft.) on the right, large glaciers descend, all, however, ending at a considerable altitude. At the *Brengsnæs-Sæter*, to the left, a waterfall descends from the *Skaalebræ*; farther on, on the same side, are

the gaards of *Hellesæter*. On the opposite side of the lake is a huge glacier, the *Hellesæterbræ*, terminating abruptly at a height of 3900 ft., from which there roll down during the warm weather almost constant avalanches of ice. These fall first over a sheer precipice of 1000 ft. and then flow onward in a partially covered stream, finally spreading themselves out in a fan-shaped form, and almost reaching the verge of the lake. At the time when there are no avalanches about 10 waterfalls pour over the precipice.

On the left are the gaard of *Hogrending* and a waterfall descending from the *Osterdalsbræ*. The right bank is uninhabited. On the left rises the *Kværnhusfjeld* (5700 ft.), with the gaard of *Rødi* at its foot. To the right is the precipice of the serrated *Ravnefjeld*, the base of which we now skirt towards the S. On the left we have a view of the *Bødal*, with *Gaarden Bødal*, and in the background the *Skaalfjeld* with the *Skaalebræ*.

From the gaard of Bødal we may visit the *Bødals-Sæter* and the adjacent *Bødalsbræ* (*Sæterbræ*, 1½-2 hrs.) or, spending the night on the sæter, we may ascend the *Lodalskaupe* (6790 ft.; p. 108) in 8-10 hrs. The guide should be brought from Loen.

The lake now contracts. In front towers the huge **Nonsnibba*, rising sheer to a height of over 6000 ft. To the right opens the *Kvandal* or *Næsdal*, with its glacier, adjoining which is the **Utigardsfos*, a waterfall 2000 ft. high, descending from the glaciers of the Ravnefjeld. Passing through a bend of the lake, we find ourselves in the centre of the magnificent ****Amphitheatre of Næsdal**, bounded by the Ravnefjeld on the W., the Nonsnibba on the S., and the Bødalsfjeld on the E. Between the two latter we see the *Kronebræ* and the *Kjendalskrona* (5995 ft.). The grandeur of the scenery here is elsewhere unequalled in S. Norway. On the alluvial land at the mouth of the *Kvandals-Elv*, the outflow of the Kvandalsbræ, lie the turf-roofed gaards of *Næsdal* (accommodation). We land at the mouth of the stream after a row of about 2 hrs. The rowers may be left here.

At the end of the lake the valley continues in the same direction for about ½ hr., then bends to the right, so as to command an unimpeded view of the **Kjendalsbræ*, on which a waterfall descends to the right. From this point we may either return, or, following the path which crosses the river twice, push on to the glacier in 1 hr. more. The glacier has receded so rapidly of late that from the end of it we now see the **Kronefos*, which descends from a height of 650 ft. and which was formerly not accessible without some difficulty.

From Næsdal across the Jostedalsbræ to the Jostedal, a fatiguing expedition of about 15 hrs. (comp. p. 108). *Jacob* and *Simon Næsdal* are recommended as guides to those making the excursion in this direction.

III. Excursion to the Oldendal: from Oldøren to the *Oldenvand* 1 hr., to *Rustøen* 2 hrs., to the *Brigsdal Glacier* 2-2½ hrs.

Oldøren or *Olden (*Yris Hotel)* lies at the mouth of the beauti-

ful *Oldendal* and forms excellent headquarters for excursions. *Lars Oldøren* and *Lars Janssen* are good guides.

The picturesque walk from Oldøren to (4 Kil.) Eide can be easily accomplished in 1 hr. As the road is practicable for driving, the traveller may order a 'stolkjærre' to await him at Eide on his return (in about 8 hrs.; fare 1½ kr.). After 20 min. we cross the milky stream, which here forms the *Løkenfos*. We then proceed to the W., skirting the *Floenvand*. In ½ hr. we reach —

Eide, at the N. end of the ***Oldenvand** (120 ft.), a lake 7 Engl. M. in length and barely ¾ M. in breadth, which stretches hence towards the S. and is enclosed by lofty walls of rock. A rough bridle-path on the W. bank may be used if no boat (there and back, with rower, 5 kr.) can be procured.

The first half of the passage is less interesting than the second. To the left lies the gaard of *Sandnæs*, to the right an ancient moraine with the gaard of *Bennæs*, above which rises the *Bennæs-Klaaven*. Waterfalls plunge headlong from the rocks on every side. To the right towers the huge *Store Ceciliekrona* (5825 ft.). To the left, by the side of mountain-torrents, lie the gaards of *Haahjem*, *Strand*, and *Gjerde*. To the S. the lake appears walled in by the *Synsnibben*, but as we approach Sunde, we obtain a view, through an opening to the right, of the *Grytereidsnibben* (5615 ft.) and the *Yrinibben*, with their glaciers. — The strait of **Sunde*, through which we next pass, has been formed by the deposits brought down on the left by two streams descending from the *Gjerdeakslen* (6420 ft.) and the *Neslenibben* (4860 ft.). On the same bank are the gaards of *Sunde*. The current in the narrow sound is rather strong. — On rounding the sombre steeps of Synsnibben, we obtain a magnificent **View of the S. half of the lake, which here expands to its former dimensions. The *Mælkevoldbræ*, a huge and imposing glacier, is seen descending from the head of the Oldendal to the lake, a distance of 6 Engl. M. To the right towers the majestic Yrinib, from which several waterfalls are precipitated, while at its base lie the gaards of *Bak-Yri* and *Indre-Yri*. At the end of the lake is the *Rustøfjeld*, with a large waterfall, descending in two leaps. Other cascades fall from the *Kvamfjeld*, to the left.

After a row of 2 hrs. we land at *Rustøen* (plain quarters; guide, Jens Rustøen), situated on the alluvial land formed by the deposits of innumerable glacier streams (across the *Oldenskar* to *Aamot*, a grand expedition, but suitable for experienced mountaineers only, with guide, see p. 182). Our route gradually ascends across this low-lying and at places marshy tract to *Højalm*, and then traverses an old moraine to (½ hr.) *Mælkevold*, where the above-mentioned path diverges to the right (comp. p. 182). Opposite Mælkevold are the *Augsburgnibba* and the glacier and gaards of *Aabrekke*, in the *Brændsdal*. The last-mentioned glacier is perhaps the finest offshoot of the Jostedalsbræ, though its beauty cannot be

fully appreciated from the valley. At the last gaard we again descend to the left into the valley, passing a mill on the right. The path then leads to the left along the stream, in the direction of the **Mælkevoldbræ*. After 20 min. we cross a marshy piece of ground, beyond which we thread our way among large boulders, and in 20 min. more we cross the stream and ascend to the E. through the *Brigsdal* to (10 min.) —

Gaarden Brigsdal (490 ft.; high charges for plain fare). On the opposite side of the main valley is the **Nonsfos*, a pretty double fall. Comp. the *Map* at p. 108.

We now ascend on the right bank of the *Brigsdals-Elv* to the (½ hr.) *Waterfall* of that stream. The ascent is easy at first, but soon becomes very steep, and at places demands actual climbing. Beyond the fall we ascend over ice-worn rocks to a new zone of the valley, where we suddenly obtain a beautiful view of the **Brigsdalsbræ*, the blue ice-masses of which tower above forests of birch and alder. Our route now leads through the trees, and in 20 min. brings us to the foot of the impassable glacier (1000 ft.), another offshoot of the Jostedalsbræ, containing several fine ice-caverns. Another glacier, from which waterfalls and occasionally ice-boulders also descend, is seen to the S., high up.

The following fatiguing and difficult expedition, affording a fine survey of the majestic beauties of the Jostedalsbræ, is occasionally made from this point. Ascending the *Brigsdalsbræ* we skirt the rocky hill at the head of it (5500 ft.), and reach the *Mælkevoldbræ*. We then descend the latter glacier, traversing a disagreeable tract of debris, and finally cross the Brigsdals-Elv to Gaarden Brigsdal (see above). This expedition should be attempted only with the aid of a capable guide.

23. Molde and the Moldefjord with its Branches. The Romsdal.

Molde, on account of its multifarious steamboat connections, is an excellent starting-point for various interesting tours. A visit to the neighbourhood of the *Moldefjord* and the *Romsdalsfjord* and to the *Romsdal* may be especially recommended. The visit to the Romsdalsfjord should be made from Molde rather than in the reverse direction, as in the former case the landscape increases in impressiveness as we proceed, whereas, if we visit the Gudbrandsdal (R. 15) first, the succeeding scenery becomes less grand at every step. Those who intend to return to Molde should go by land and return by steamer.

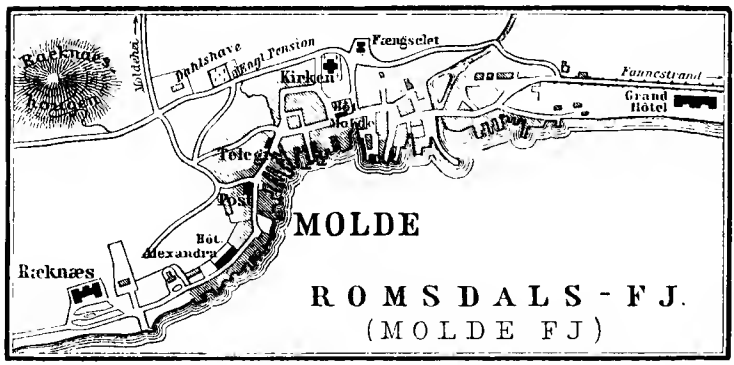
Molde. — **Hotels.** *Grand Hotel, finely situated at the E. end of the town, R. 1½-2½ kr., L. 25 ø., B. 1¼, D. 2, S. 1½, 'pens', incl. L. and baths, 6 kr.; English spoken. This hotel keeps a steamer and a steam-launch, the latter used for transporting passengers from the sea-going steamers to the private pier of the hotel (25-35 ø., luggage 10 ø. and upwards). The larger hotel-steamer may be hired for excursions at 60 kr., the steam-launch at 40 kr. per day. — *Alexandra, at the W. end of the town, similar charges. — English Hotel, between the church and Humlehave, 6-7 kr. per day (reduction to visitors staying one or more weeks).

Post and **Telegraph Offices**, see the Plan on next page. — **British Vice-Consul**, *Mr. P. F. Dahl.*

Steamers leave Molde for *Bergen* and *Throndhjem* 5 times a week; for *Aalesund*, 6 times; for *Vestnæs*, 6 times; for *Veblungsnæs*, 6 times; for

Eidsvaag and *Neste* viâ *Alfarnæs*, twice. For *Bod* they sail generally twice a week; and for the islands of *Harø*, *Sandø*, and *Ona* weekly or fortnightly. — Enquiries should be made on the spot as to the hours of departure; the information of the hotel-waiters is not to be depended on.

Molde, a clean little town of 1700 inhab., is pleasantly situated on the N. bank of the *Moldefjord*. Although the long islands of *Hjærtø* and *Faarø* afford excellent shelter to the harbour, yet its trade for the most part has been gradually diverted to Aalesund. Being sheltered by hills of considerable height from the N. and W. winds, the vegetation in the neighbourhood is unusually luxuriant. Roses and other flowers are more abundant than in most other parts of Norway, and some of the houses are picturesquely overgrown with honeysuckle. The predominant pine and birch are mingled with horse-chestnuts, limes, ashes, and cherry-trees.



The handsome avenue on which the Grand Hotel is situated leads to the E. past the prettily situated *Gaard Molde* and along the *Fanestrand* or *Fannestrand*, as this part of the bank is called, nearly 4 Engl. M. in length, where a number of the merchants of Christianssund possess pleasant villas (see also p. 197). — The *Church* of Molde contains a good painting of the Maries at the Sepulchre.

An excellent view of the town and fjord is obtained from the *Ræknæshaug, a height to the N.W. of the town, with pleasure grounds, near the *Humle-Have* or *Dahls-Have*, a charming private garden; it is reached from the Grand Hotel in 15-20 min. by the upper road, passing the church. The top is marked by a flag-staff. Those who have not time to ascend the Moldehei should not fail to ascend the Ræknæshaug. By the sea, near the foot of this hill, lies the leper hospital of *Ræknæs* (visitors admitted).

The route to the Moldehei also passes Dahls-Have (up 1 hr., down 3/4 hr.). We ascend immediately to the W. of these grounds, at first following (towards the N.) the way-posts marked 'til Var-

den'; at (10 min.) a bifurcation we ascend to the right; 5 min. fence and gate to the right; at (20 min.) a small water-course, where the path becomes faint, we keep to the right; 10 min. a marshy spot. The path now bends to the left, the vane becomes visible, and in 12 min. more we reach the top of the ***Moldehei** (1350 ft.), with a refuge-hut (generally closed) and a huge weather-vane. The view is one of the most picturesque in Norway. At our feet lies the beautiful fjord, with Molde nestling on its N. bank; on the opposite bank, beyond Vestnæs, rises a long range of picturesquely shaped mountains, partially covered with snow, the most prominent of which is Lauparen (see below); to the left of these (S.E.), in the distance, rise the Troldtinder (p. 200), Romsdalshorn, and Vengefjeldene in the Romsdal, and still more to the left (E.) the Skjortan in the Eikisdal (p. 203). To the W. is a small piece of the open sea, which is better seen from another summit, to the N. of the hut, marked with a pointed 'Varde'. (A good panorama is to be had at Olsen's book-shop at Molde, price 1¼ kr.)

To the N.E. of Molde rises **Tusten** (2280 ft.), or *Stor Tuen*, another remarkably fine point of view, which should be visited if time permits (3 hrs.; guide advisable). The route ascends on the farther bank of the brook at the E. end of the town, passing a few houses and traversing a partially cleared wood. The barren Tusten forms the background of the valley. After ¾ hr. the valley divides; we keep to the right, and in ¼ hr. more cross a bridge. The path then ascends towards the summit in a straight direction, through pines, birches, juniper-bushes, and ferns, and, though marshy at places, presents no difficulty. The dead and dying pines, with their silver-grey trunks, on the (1¼ hr.) upper boundary of the wood are very picturesque. Thence to the summit about 20 min. more. The flora here is of an Alpine character. The very extensive view embraces the fjord and the mountains to the N., E., and S., while the boundless Atlantic stretches to the W.

a. Steamboat Voyage from Molde to Veblungsnæs in the Romsdal.

The Aalesund steamers ('Geiranger' and 'Robert'; see *Communicationer*, No. 260 A) leave Molde twice weekly at 12.30 p.m., for *Veblungsnæs* and *Næs* (5 hrs.), returning on the following mornings. There are also two local steamers, the 'Molde' plying thrice, and the 'Nicolay H. Knudtzon' twice weekly (comp. *Communicationer*, Nos. 262, 264). The excursion from Veblungsnæs or Næs to Ormeim (p. 201) and back takes an entire day.

The Aalesund steamers, and generally the local steamers also, first steer towards (1 hr.) *Vestnæs* (p. 189), on the S. bank of the *Moldefjord*. The *Lauparen* (4745 ft.) is here the most conspicuous of the mountains in the background. Passing the verdant *Gjermundsnæs*, we next come to the island of *Sækken*, where the steamer sometimes stops at *Vestad*.

Beyond this point the fjord takes the name of ***Romsdalsfjord.**

We here enjoy a fine view of the Vengetinder and other mountains of the Romsdal, of the Langfjord with the Skaalan to the N., and of numerous lofty peaks to the S. At the foot of these last is the thickly-peopled *Vaagestrand*, with its high-lying white church.

The steamer then skirts the peninsula on which rises the *Oxen* (2675 ft.), with the Rødvenfjord (p. 198) to the E. Some steamers stop at *Nordvik*, lying with the church of *Eid* on the low neck at the S. end of the peninsula.

To the S. rise the *Troldstolene* (3714 ft.), with the *Sl. Olafs-Slol*, a 'Botn' formed by two hills and supposed to resemble a chair. The Aalesund steamer then enters the little bay of **Vold**, with an old wooden church and numerous boat-houses *(Nøst)*. A beautiful mountain background with a couple of glaciers forms the end of the green and richly cultivated valley.

Farther on, the huge mountains on the *Indfjord*, which stretches from *Søvik* towards the S. for about 3 Engl. M., become prominent. They are generally known as the *Isterfjeldene*, and are as yet quite unexplored by the tourist. To the N. is *Thorvik* (p. 198). The magnificent view from this point includes the *Isfjord*, the *Smørbottenfjeld* (3765 ft.) to the N., and the massive mountains of the Romsdal to the S. (the *Vengetinder* to the S.W., the blunted *Kallskraalind*, 5895 ft., and the *Romsdalshorn*, p. 200). An adequate idea of the immense size of these mountains may be obtained by remembering that most of them are as high above the sea as the Königsspitze or the Ortler above Sulden.

Veblungsnæs and *Næs*, on the E. bank of the Rauma, which descends from the Romsdal, see p. 199.

The E. arm of the Romsdalsfjord is called the **Isfjord**. In winter it is entirely frozen. At its upper end lie *Sten* and the church of *Hen*, whence we may walk (guide necessary, *Hans Mostu* recommended) viâ *Grøvdal* to (5 hrs.) *Torhus*, near the church of *Eirisfjord*, to the N.E. of the Eikisdalsvand (p. 204), and thence in 1 hr. to *Øveraas* (comp. p. 204).

Hen is a good starting-point for an ascent of the *Juratind* (p. 204). We drive through the Grøvdal to (3½ hrs.) *Mørstøl* (tolerable quarters) and ascend thence to the top in 7-8 hrs. The View embraces the Vengetinder and Mjølnir (p. 200), the Eikisdalsvand, and the Dovrefjeld.

b. Land Route from Molde to Veblungsnæs.

45 Kil. Road. The stations are all fast, but the accommodation is often poor. Those who have visited or who do not care to visit the Fanestrand may go by steamer (p. 201) or rowing-boat from Molde to *Alfarnæs*.

Immediately to the E. of Molde begins (as already mentioned at p. 195) the **Fanestrand* or *Fannestrand*, a coast-road shaded with birches, ashes, maples, larches, etc., and affording fine views of the fjord and the mountains of the Romsdal in the distance. It is lined with numerous villas and gaards, one of the finest of which is the 'Buen Retiro' of Consul Johnsen. At *Lerbrovik*, halfway to Strande, the road becomes more lonely. To the left diverges a road to *Julsæt* and *Eide* on the *Isingvaag* (38 Kil., with 'skyds';

comp. p. 173). To the right we enjoy a view of the island of *Bolsø* with its high-lying church, and of the headland of Dvergsnæs.

9 Kil. *Strande*, at the mouth of the *Fanefjord*, along which the road now leads (see p. 199). We, however, proceed by rowing-boat, which we may either take only to the gaards of —

3 Kil. *Dvergsnæs* or *Dversnæs*, on the opposite bank of the Fanefjord (walking thence to Sølsnæs), or for the whole way to Alfarnæs.

The road leading to the S. along the coast from Dvergsnæs is very hilly ('bakket'), so that we must often alight and walk. Fine view of the *Troldtinder* (p. 200); in the foreground is the *Havnevik*, and to the right the *Veø* ('holy island'), with a church.

11 Kil. (pay in the reverse direction for 16) *Sølsnæs* commands a fine view of the Langfjord to the E. and the Romsdalsfjord to the S., with the islands of Veø, Sækken (p. 203), and the peculiarly shaped *Hestholmen*. — We next cross the *Langfjord* in a rowing-boat to —

4 Kil. **Alfarnæs,** a steamboat-station (see p. 203) in a charming situation.

The next part of the road, extending to the S. along the shore of the *Rødvenfjord*, is the most beautiful of the whole route. The country is well cultivated and studded with gaards. Opposite we have a view of the church of *Eid* (p. 197) and of the *Oxen* (p. 197). In the distance are the Troldstolene (p. 197). At the gaard of *Læreim* the road to Nordvik turns off to the right, while that to Thorvik ascends in a straight direction. Suddenly there bursts upon the traveller a splendid view of the *Gjersætvatn*, a lake with a wooded island, occupying the centre of a wooded amphitheatre resembling the crater of an extint volcano. Beyond the lake rises the *Skolten* (3440 ft.), with the waterfall of *Skjolen*. To the left of the last rise the massive *Vengetinder* (p. 197), to the right the *Troldtinder*, the *Isterfjeldene*, and the mountains on the *Indfjord*. Hence to Thorvik (see below) in 1 hr. The road next descends along the N. side of the valley, ascends again through a narrow pass, and, skirting the hill of *Klungenæs* on the right, leads through pine-woods to —

14 Kil. **Thorvik.** The station, where we order the boat, lies at a considerable height above the fjord, but we can drive right down to the beach.

From Thorvik we proceed by boat (one rower generally enough; 53 ø.) to *Veblungsnæs* (4 Kil.) or to *Næs*, 2 Kil. farther (p. 199).

c. From Veblungsnæs or Næs to the Romsdal.

The fine route from the Gudbrandsdal to the Moldefjord, described in R. 15, leads through the Romsdal. Veblungsnæs is 48 Kil. (30 Engl. M.) from Stuefloten, at the W. end of the Gudbrandsdal. Those who do not wish to proceed farther to the E. and who are not going viâ Domaas to Throndhjem (R. 27) may turn at (27 Kil.) Flatmark or even at (16 Kil.) Ormeim. In the latter case even the pedestrian may make the excursion in one day from Veblungsnæs. The stations are all fast. *Diligence*, see p. 91.

Veblungsnæs. — **Hotels.** ONSRUM'S HOTEL; *HÔTEL ROMSDAL, R. 1, S. 1 kr., B. 80 ø.; *ENKEFRU BRIT SLETTEN, in the village, unpretending. — *Telegraph Station.*

Carriages are always in waiting here for those who wish to drive to Næs or the Romsdal. The 'Skyds-station' is at *Sætnæs* (see below).

Veblungsnæs, situated on the *Isfjord*, an arm of the Romsdalsfjord, to the S. of the mouth of the *Rauma* and at the N.E. base of the *Sætnesfjeld* (3900 ft.), is a favourite summer-resort and is often crowded in the season. It commands a fine view of the Romsdalshorn, and particularly of the Vengetinder. — A pleasant *Walk may be taken to the church and Præstegaard of *Grytten*, where no fewer than four different well-defined coast-levels are observable (comp. p. xxxii). At the bifurcation here we keep to the right and follow the old road, passing (20 min.) the gaard of *Sætnæs* and a military camp (right), to a hill surmounted by a low tower, whence we enjoy a splendid view of the Vengetinder, the Romsdalshorn, and the valleys of the Rauma and the Ister. Instead of returning direct to Veblungsnæs, we may ascend the Isterdal to the first bridge, cross this, and follow the road on the left bank of the Rauma. Beyond *Sogge* we cross the Rauma and return by the Romsdal road (a walk of 3 hrs. in all).

Opposite Veblungsnæs, to the N. of the mouth of the Rauma, lies —

Næs (**Hotel Bellevue*, English spoken, R., L., & A. 2, B. 1½, S. 1½ kr.; **Unhjem*, unpretending), commanding an admirable view of the mountains of the fjord, the Romsdal, and the Isterdal, and also well suited for a prolonged stay. To the S.E. rises the *Storhesten* (3340 ft.)

EXCURSIONS FROM NÆS AND VEBLUNGSNÆS, besides to the Romsdal, may be made to the *Isterfos* in the *Isterdal*, and up the *Stégane* to the *Stegafjeld* (p. 187); to *Sten*, at the end of the Isfjord (p. 197); to the *Indfjord* and *Vold* (p. 197); and to *Thorvik* (3 hrs., there and back), with a visit to the hill above the Gjersætvatn (p. 193), 1 hr. farther on.

Veblungsnæs and Næs lie at the entrance to the ***Romsdal**, or valley of the *Rauma* (which rises in the Lesjeskogenvand, p. 126), through which runs one of the grandest and most widely celebrated routes in Norway, admirably adapted for pedestrians. The roads from Veblungsnæs and Næs unite at a bridge, about 3 Kil. from the former and 2 Kil. from the latter. We then ascend along the right bank of the stream, passing (1 Kil.) the former *Hôtel Hølgenæs* (now closed), situated in a pleasant, park-like valley covered with alders, birches, and ashes, and surrounded by lofty hills. To the left is the gaard of *Aak*, now the residence of Mr. H. O. Wills, the well-known tobacco-manufacturer of Bristol. The name (pronounced *oke*) is probably a contraction of 'Aaker' (cultivated land), and occurs in Mæraak, Berkaak, etc. To the right opens the *Isterdal*, on the W. side of which rise *Bispen* ('the Bishop') and *Søstrene* ('the Sisters'; 3095 ft.), and on the E. *Kongen* ('the King'; 5310 ft.). Farther on are the gaards of *Hole* and *Venge*,

opposite which is *Gaarden Fiva*, in a plantation of birches. On the E. side of the valley, scarcely visible from the road, are the picturesque *Vengetinder* (5960 ft.), adjoining which and dominating the view, towers the huge ***Romsdalshorn** (4965 ft.), usually known as *Hornet*.

The ASCENT OF THE ROMSDALSHORN (one day), first accomplished in 1827, is more dangerous than that of the Matterhorn and impossible after snow. We ascend the *Vengedal* (here practicable for driving), and climb to the peak from the W. side. *Mathias Soggemoen* and *Erik Norahagen* of Romsdal, *Ole Kolflot* of Vengedal, and *Lars Janssen* of Olden may be recommended as guides.

The *Vengetinder* and *Mjølnir* are ascended with less difficulty, but should not be attempted except by practised mountain-climbers. The Mjølnir, which Mr. Slingsby describes as one of the steepest mountains in Europe, is best approached from *Indre Dalen* (good quarters), reached from Næs by a drive of 3 hrs.

On the W. side of the valley rise the ***Troldtinder** ('witch pinnacles'; 5055 ft.). Part of the serrated ridge is known as '*Brudefølget*', or the bridal train. The highest peak (difficult) may be ascended viâ the small glacier visible between Næs and Aak. The road now follows the right bank of the impetuous Rauma, with the Romsdalshorn on the left and the Troldtinder on the right. From both heights avalanches, mud-streams, and numerous large masses of rock have fallen into the valley. Through the bed of the stream runs a stony track which is used in winter as being less exposed to avalanches.

15 Kil. (from Veblungsnæs) *Horgheim* (235 ft.; unpretending but good station), situated on an ancient moraine. The valley is wider here, and part of the ground is marshy. A new road is in progress. We pass the gaards of *Mirebø*, *Rødningen*, *Trøene*, *Alnæs*, and *Remmem*, the last on the opposite side of the valley. Near Remmem, to the right, is a waterfall, and near the gaard of *Monge*, to the left, is the picturesque *Mongefos*, descending from the *Mongegjura* (4230 ft.; *View; guide, Johnson of Flatmark). The sides of the valley are here 2000-3000 ft. high. Fine retrospect of the Troldtinder and the *Semletind* (5770 ft.). The road and the Rauma next thread their way through a chaos of enormous blocks of rock, the result of some tremendous landslip. Beyond the church of *Kors* we reach —

12 Kil. *Flatmark* (good station, R. 1 kr., B or S. 80 ø., D. 1 kr. 40 ø), situated, as its name ('flat field') implies, in a broader and more smiling part of the valley. Opposite rises the *Skiriaxlen* (3745 ft.). — The scenery continues fine, though less grand. On each side are several waterfalls, most of which, however, are unimportant in dry seasons. To the left are the *Styggefondfos*, the *Gravdefos*, and the *Skogefos*; on the right the *Døntefos*. To the S., above Ormeim, rises the *Middagshougen*. The road now ascends rapidly. To the right is the picturesque **Værmofos*, a waterfall on the S. side of the valley, nearly 1000 ft. in height, which after rain, and during the melting of the snow in early summer, assumes

4° Osten for Paris
ATLANTER
HAV
Kraak-Sd
Salistenleden
Indrejeden
Bud
Bud-Dybet
Gossen
Tussene
Ona Fiskevär
Husöen
Harejäs-H.
Flesa
Lovik
Solheim
Sandö
Lyngvär
Volden
Haarvär
Haarvärsund
Sälterö
Harnäs
Finö
Gaasö
Sand-H.
Smaaye
Strömmen
Örten
Riso
Morsund
Bredvik
Grunde-Fj.
Oksenö
Myklebust
Magerö
Orvik
Rorsät
Hestad
Storsvättingen
Fjertoft
Davik
Nagvid-Fj.
Myren
Björnerejm
Mie-Sd
Otterö
Hegdal
Harö-Fjord
Molde-Fjord
Mie
Mitsund
Vide
Langvidfj.
Harhamsö
Sogvid
Drönesund
Rogne
Rogne-H.
Drönen
Mie-Fj.
Harhamsfj.
Flamsfj.
Östnäs
Lepsö
Rönstad
Hestö
Gjerde
Laugs-H.
Vigrafj.
Hidre
Synderlid
Baraldnäs
Skaun
Hellandsö
Vaine-Fjord
Strand
Fannelöb
Berget
Vaine
Urfjeld
Fiksdal
Murkeng
Skjäringen
Mölen
Vardal
Roalt
Gveten
Gamlejms haug
Hauvik
Tierö
Sörvik
Havnsund
Kalvö
Gryten
Krokstad
Ejdsvik
Vassät
Svartlok
Gryte-Fjord
Taftes
Mauren
Slette
Nöso
Fyllung
Skodje
Ellingsö
Aasät
Myren
Vevnö
Borge
Ellingsö-Fj.
Aalesund
Brusdal
Brusdals-V.
Sörte
Flote
Valle
Solnör
Snaasf.
Borgund
Hesse-Fj.
Vaagnäs
Valde
Harnö
Spitkevik
Brevik
Oksenö
Emblem
Ostrem
Vasstrand
Vasvik
Vike
Nord-Fj.
Moldvär
Vegsund
Sandvik
Vaagnäs
Vagsvik
Visät
Sulö
Tverfj.
Hullehol
Fagerholm
Furnäs
Klok
Runstad
Andest
Kroak
Lövold
Rösen
Kirkebö
Kursto
Tusvik
Aursnäs
Aurdal
Vidhammer
Aure
Holmen
Melbö
Festöy
Järnäs
Myrsät
Tynnäs
Ösekarret
Lyngve
Rotnäs
Masdal
Kollen
Skopsh
Tandstad
Nyrsäter
Broen
Saltrö
Slettefj.
Strömsejm
Strigjerdet
Nordf.
Espejet
Vardals-strandene
Vardal
Erdal
Aasnäs
Storhf.
Orlfj.
Drotningh.
Stygstad
Öje
Myklebust
Vardalsf.
Jonshorn
Ustandal
Molaup
Drablos
Hole
Brunstad
Stavsät
Näs
Raua
Valle
Kholen
Geograph. Anst. v.

Norske Mile
0 2
Engl. Miles
0 4 8 12 16 20
Kilometres
Wagner & Debes, Leipzig.

most imposing dimensions. The best view is obtained from a rocky knoll on the right bank of the Rauma, immediately opposite the fall.

11 Kil. **Ormeim** (**Station*, with view of the Værmofos from the back-windows; R., B., or S. 1 kr.; table d'hôte for the diligence travellers, 1 kr. 70 ø., tolerable), beautifully situated high above the Rauma. To the S. rises the *Alterhøi*, with the *Storhætten*.

The ascent of **Storhætten** (5940 ft.) occupies about 4 hrs., and riding is practicable for three-quarters of the way (guide 4, horse 4 kr.). The route descends from the station to a bridge over the Rauma, crosses it, turns to the right, and ascends by the side of the *Værmofos* to [a (1½ hr.) *Sæter*. After 1½ hr. more the path terminates and riders dismount. In another hour, the last half of which is spent in clambering over loose stones, we reach the summit. The view, like those from most of the Norwegian 'Fjeldnuter', is deficient in picturesqueness, although extensive.

Travellers who visit the Romsdal as an excursion from Veblungsnæs or Næs usually turn at Ormeim, but the following bit of the valley, as far as Stuefloten, is also very fine. About 4 kil. from Ormeim we come to a finger-post indicating the way to the **Slettafos*, '80 ells' from the road. We alight here, cross the new bridge above the fall, and follow the path for a few hundred paces to a spot below the overhanging rocks, where the imposing cascade is seen to the best advantage, and where its roar is loudly reverberated. The rocky walls of the gully have been worn into deep cauldrons ('Jættegryder') by the action of the water. — *Comp. the Map*, p. 200.

The road now runs high above the Rauma, which here receives several tributary streams, the chief of which is the *Ulvaa*, the discharge of the *Ulvedalsvand*. The river sometimes entirely disappears from view. We then ascend the once dreaded *Bjørne Klev* ('bears' cliff') in numerous windings.

10 Kil. (pay for 11) **Stuefloten** (2050 ft.; **Station*, moderate) is the first place in the Gudbrandsdal. Fine view from the *Toppen* (2 hrs.).

From Stuefloten to the *Eikisdal*, towards the N., a fatiguing mountain-path, see p. 204. — Another mountain-route, little frequented, leads hence towards the W. to the *Norddalsfjord* (p 187.). It ascends the course of the *Ulvaa*, crosses the mountains, and descends by the *Bodals-Elv* to the *Tafjord*, the innermost bay of the Norddalsfjord. Steamers touch four times weekly at *Sylte* and *Relling*, a little to the W. of the Tafjord, whence they are reached by small boat. This route is so seldom undertaken, that careful enquiries should be made in Stuefloten.

Continuation of the road through the *Gudbrandsdal*, see pp. 121-128.

d. From Molde to the Eikisdal.

This magnificent tour has recently been much facilitated. To *Nøste*, situated at the entrance of the Eikisdal, we may go either by the road or by steamer. The steamer leaves Molde every Sun., Wed., and Thurs., reaching Nøste in 6¼ hrs.; returning on Wed. at once and on the other two trips on the following day (comp. *Communicationer*, Nos. 262, 1, & 264). It depends therefore upon what day is chosen for the trip, whether the journey to or from Nøste should be performed by land. Three days should be allowed for the excursion, and may be divided as follows,

beginning with the land-route: — 1st day. To *Eidsvaag*. 2nd day, on foot or by boat to *Nøste*, on foot or by carriole to *Øveraas*, by boat across the Eikisdalsvand to *Reitan-Utigaard*. 3rd day, by boat back to *Øveraas*, on foot to *Nøste*, and in the afternoon by steamer to Molde. — If the traveller prefers to begin with the steamer, he should proceed on the first day to *Reitan-Utigaard;* spend the second night at *Eidsvaag;* and return on the third day to Molde. — Parties who hire the private steamer of the Grand Hotel (see p. 194) may accomplish the excursion, after a very hurried fashion, in one day.

The Land Route from Molde to Nøste (70 Kil. or 43½ Engl. M.) is, with the exception of the *Fanestrand* (p. 197) and the stretch between Tjelde and Eidsvaag, somewhat monotonous. The skyds-stations are all fast, but generally afford very indifferent food and accommodation. The station of Molde is at *Fuglsæt*, about 1 Engl. M. to the E., but the hotel-keepers arrange for direct conveyances. We engage the skyds for —

9 Kil. *Strande* (p. 198), or all the way to Eide. — Beyond Strande the road skirts the bank of the *Fanefjord*, on whose S. side rises the mighty *Skaalaa* (3590 ft.).

13 Kil. *Eide* (tolerable quarters), where the route to Christianssund, described on p. 206, diverges to the N. — The fjord ends at the church of *Kleve;* but the road continues along the N. side of the valley to —

9 Kil. *Istad*. A little beyond this the road forks, the branch to the left leading to Angvik (p. 206), while our road runs to the right, through a monotonous wooded district, called the *Osmark*, with a view of the majestic Skaalan on the right. Crossing the *Storelv*, the road passes on the right the *Osvand* and the gaard of *Gusiaas*, and after traversing a more solitary region skirts the *Sjørsætervand*, with the gaard of the same name, and the *Sætervand*. Thence it descends steeply, commanding a beautiful view of the Langfjord and the snow-peaks to the S.

13 Kil. *Tjelde*, on the *Langfjord*. — The road proceeds towards the E. at a considerable elevation above the Langfjord, and afterwards descends, always with a fine view of the mountains to the S., among which the Skjortan is conspicuous. We next pass the old wooden church of *Rød* (about to be pulled down) and several substantial-looking gaards.

9 Kil. **Eidsvaag** (**H. Sverdrup's Hotel*, R. 1 kr., S. 1 kr. 20, B. 80 ø.), situated at the E. end of the fjord, which is here shallow, and at low water completely covered with sea-weed. A picturesque walk may be taken to the new church, 10 min. to the N. Passengers who take the steamer here have to row out to it in a small boat (10 ø.).

From Eidsvaag a road leads over the *Tiltereid* to *Eidsøren* on the *Sundalsfjord* (9 Kil.); see p. 173.

Our road continues to skirt the bank of the fjord, and passes the large gaard of *Varpenæs* and the parsonage of (5 Kil. from Eidsvaag) *Næsset*, where the novelist Bjørnson spent part of his youth. Farther on the road becomes very hilly, at places affording

pretty views of the *Eirisfjord* on the right, and of the *Skjortan* on the left (see below). At about 4 Kil. from Næsset it passes the two gaards of *Bogge* (steamboat-station). At *Bredvik*, 3 Kil. farther on, the road ends, and the stages from Bredvik to Nøste are best performed by boat (1 1/2 hr.).

14 Kil. *Nøste* (see below).

STEAMBOAT ROUTE FROM MOLDE TO NØSTE. — The steamer steers between the little islands of *Hjærtø* and *Faarø*, and passing the *Bolsø* to the left, enters the *Moldefjord*. After touching at *Sækkenæs* on the island of *Sækken*, it proceeds past the *Veø* to the stations of *Sølsnæs* and *Atfarnæs* (p. 198), to which point travellers for Veblungsnæs may also use the steamer.

The vessel next enters the **Langfjord** (18 1/2 Engl. M. long and about 2 M. broad), on the N. bank of which towers the huge *Skaalan* (p. 202). The S. shore, near which our course lies, is to a large extent well-cultivated, though monotonous. The steamboat-stations are *Midtet* and *Myktebostad* (good station for 'Bootskyds'), with the church of *Vistdal*, on a little bay, from which the *Vistdal* stretches into the interior. On the beach there are several boat-houses *(Nøst)*; in the background elevated old coast-lines and snow-peaks. The steamer passes the entrance of the Eirisfjord (see below) and calls at *Eidsvaag* (p. 202), at the E. end of the fjord.

The steamer now retraces its course for a short distance, rounds the *Næs*, and enters the ***Eirisfjord**, which stretches 6 Engl. M. to the S.E. from the end of the Langfjord. In front rises the **Skjortan* (5620 ft.) or *Hvitkua* ('white cow'); and below are the *Strandelvsfos* and the *Drivafos*, a thin thread of water. Farther to the right are the precipitous *Gogsøren* (4325 ft.), the *Meringdatsnæbba*, and the *Tufttind*, with a curious 'Botn' at its summit. After a voyage of 6 hrs. the steamer reaches the terminus —

Nøste, or *Eirisfjordsøren* (*Eikisdal Hotet*, 3 min. to the right, well spoken of, R. 1 kr., B. 80 ø., D or S. 1 kr. 60 ø.; fast station for skyds). — On the arrival of the steamer, pedestrians may walk 1/2 hr. farther on to the gaard of *Torhus*, near the *Eirisfjord* or *Sira-Kirke*, where pleasant, but somewhat primitive accommodation is to be had. Or they may go on to Øveraas (p. 205).

The fertile and lovely valley, which is generally called *Siradalen* after the above-mentioned church, is watered by the *Eikisdats-Etv*, and is surrounded by immense mountains. At *Torhus*, beyond the church, where the route to the Grøvdal diverges (see p. 197), our road divides into two branches, both debouching on the Eikisdalsvand. The one to the right emerges beside the gaard of *Aasen*; the other, crossing to the right bank of the river at Øveraas, skirts the imposing height of *Gogsøren* or *Goksøira* (4325 ft.), which conceals the Skjortan from view. The summit of the ancient moraine separating the Eikisdalsvand from the Siradal, the only

break in which is formed by the little stream, commands a fine retrospect. About 1 hr. beyond the church we reach the gaards of —

8 Kil. (from Nøste) **Øveraas** (tolerable quarters), situated on the S. side of the moraine, at the N. end of the Eikisdalsvand. A small steamer named the 'Mignon' plies on this lake almost daily from Øveraas to Eikisdal (Gaarden Reitan) in 2 hrs. (fare 1 kr. 32 ø.; extra trip 12, there and back 15 kr.; embarkation 10 ø.). The 'Mignon' is dirty and small, accommodating at most 16-18 pers.; when crowded it rolls uncomfortably. A small boat with two rowers takes 3-3½ hrs. from Øveraas to Reitan (tariff 21 ø. per Kil., or 3 kr. 78 ø. for the whole journey; there and back 7 kr. 56 ø., besides gratuity).

The ****Eikisdalsvand** (200 ft.) fills a narrow rocky basin about 12 Engl. M. in length. On both sides tower mountains covered with snow and glaciers, from which descend impetuous waterfalls. Even in August the snow-fields stretch down almost to the lake, although the sides of the valley are clothed with pine and other woods, which afford shelter to bears. The produce of the numerous nut-trees is collected at the end of September and beginning of October, and forms the 'Romsdalsnødder' of commerce. The lake is almost always frozen over in winter, but the ice is seldom strong enough to support a man's weight. Avalanches are frequent, and showers of stones also occur. A north wind generally prevails till about 10 or 11 a.m., and the boatmen make use of it by hoisting sails made of woven alder-twigs *(Løvseil)*. At other times the lake is generally perfectly still, and reflects in a most remarkable manner the surrounding mountains and waterfalls. There are but few human settlements on its banks, under the threatening masses of rock above.

On leaving Øveraas we see at first only a small part of the lake, with the precipices of the *Gogsøre* and *Aashammeren* to the left, and the gaard of *Meringdal*, commanded by the *Meringdalsnæbbet* and the *Sjødølen* (5610 ft.), to the right. By and by, however, the mountains recede, and the view over the lake is unimpeded. High on the left is the *Flølatind* (5425 ft.). To the right the *Nyheitinden* (5215 ft.) is visible above the Sjødølen. To the left again the waterfall of *Tongjem*, and the two gaards of *Viken*, with the *Vikesaxlen* (5970 ft.) above. On the W. side is the *Ævelsbræ*, above which is the imposing peak of the *Juratind* (5135 ft.; ascent, see p. 197). Above the gaard of *Hoeim* rise the snow-fields of the *Hoeimfjeld*, commanded by the *Hoeimtind* (5700 ft.). Farther to the right is the *Rangaatind* (5225 ft.), to the left the *Aagottind* (5215 ft.) and the *Bjørktind* (4355 ft.).

The **Maradalsfos* or *Mardølafos* now becomes conspicuous to the right of the Rangaatind, near the head of the lake. This very large and beautiful waterfall is formed by the *Mardøla*, which flows from an upland valley, about 2600 ft. above the sea-level,

and falls sheer over an abrupt precipice, 650 ft. high. The mass of water thus precipitated rebounds from the rock below and rises in the air in clouds of spray. It then disappears and re-appears farther down in two arms, which unite to form another huge fall. A finer view of the fall is obtained by landing, but the lower fall is alone accessible (fatiguing ascent of $^3/_4$ hr.; from Utigaard and back about 3 hrs.). Farther on another and apparently larger fall precipitates itself into the same basin, to the N. of the Mardølafos.

The lake now makes a slight curve to the S.E., and the gaard of Reitan comes into view. Above the gaard we see a beautiful veil-like waterfall and the *Børfjeld*.

The gaard of **Reitan** (**Halvor Reitan's Inn*, bed 1 kr., B. 60, S. 70, D. 1 kr. 30 ø.) lies about $^1/_2$ Engl. M. from the landing-place of *Eikisdal*, near the mouth of the *Aura-Elv*. About $^1/_2$ M. farther up are the gaards of *Utigaard* (with 12 beds), which is a favourite resort of sportsmen in search of reindeer, and *Opigaard* (fair quarters). — A pretty walk up the valley, passing some mills to the left, driven by a small stream that springs from the earth in the immediate vicinity, brings us in 20 min. to the *Eikisdals Chapel*, where the pastor of *Næsset* (p. 202) holds service 4 times in the summer (no service in winter). Following the path we next come to a bridge over the *Aura*, near which is an apparatus for catching salmon.

The road leads farther up the valley, passing numerous pretty gaards, to *Finsæt* (11 Kil. from Reitan). Another hour (guide desirable, $^1/_2$-1 kr.) brings us to the **Aurestupene** or *Aurstaupa*, the falls formed by the *Aura*, which issues from the Aursjø.

From *Øveraas* (comp. pp. 196-204) and from *Reitan* (see above) the traveller may walk by fatiguing mountain-paths to *Sten* on the Isfjord (p. 197) in 10-12 hrs., and in 1 hr. more to *Næs* in the Romsdal. This should be attempted only with a guide.

From Reitan to Ormeim, in the Romsdal, 7-8 hrs. (guide necessary). The ascent to the Fjeld is rather steep, especially for the first 2 hrs., when we follow a brook and pass a waterfall seen opposite Reitan. In 4 hrs. we reach the top of the Fjeld and traverse snow-fields, fording brooks and passing several large lakes. The descent is easier. We do not pass a sæter until within $^1/_4$ hr. of *Ormeim* (see p. 201).

From Reitan we may proceed to *Stuefloten* (p. 201) viâ *Tinsæt* (a long day's walk).

24. Land Routes from Molde to Throndhjem.

225 Kil. (140 Engl. M.). As parts of the sea-route from Molde to Throndhjem are usually a little rough, many travellers will prefer one of the two following routes, which, however, are otherwise unattractive. Some of the skyds-stations are 'slow' (see below), and 'Forbud' should always be sent on to them.

a. By Battenfjordsøren and Christianssund.

Departure from *Molde* not later than 6 a.m. To *Battenfjordsøren*, 38 Kil. (24 Engl. M.), by carriole (fast stations); thence in 2 hrs. to Christianssund by steamer, starting on Tues. and Frid. afternoon and Sun. evening (comp. *Communicationer*, No. 266).

From Molde by (9 Kil.) *Strande* to (13 Kil.) *Eide*, see p. 202. — Our road turns off to the N. at this point, and ascends to —

9 Kil. *Fursæt.* — 7 Kil. *Battenfjordsøren*, with the steamer-station *Strand*, at the S. end of the *Battenfjord*, which is surrounded by mountains, 2500-3000 ft. high. The steamer touches at *Gimnæs* (see p. 173; slow skyds-station; good quarters), at the entrance to the fjord; then at *Gulset*, *Stensvig*, and *Christianssund*.

On any other than the three days that have been named, we may drive from Fursæt in a carriole to (16 Kil.) *Gimnæs* (see above), whence we row to (8 Kil.) *Fladsæt* (slow station), on the *Fredø;* thence by land across the island to (9 Kil.) *Bolgen i Bremsnæs* (slow station), and again by boat to (9 Kil.) *Christianssund*.

Christianssund, see p. 173. From here to Throndhjem it is best to take the steamer 'Statsraad Riddervold', which performs the journey both ways thrice weekly (Mon., Thurs., & Sat., starting in the morning; 10-11 hrs. each way). Avoiding the open sea, it sails to the S. through the *Vinjefjord*, passing the large islands of *Tustern*, *Stabben*, and *Ertvaagø*. It touches (alternately) at the stations of *Laurvig*, *Storøen*, *Magerøen*, *Hevnskjel*, *Borøen*, *Kongensvold*, *Beian*, *Brækstad*, *Ritsen*, and *Rødberg* (comp. *Communicationer*, No. 268).

Throndhjem, see p. 216.

From Christianssund we may also take the Surendal steamer, twice weekly (Tues. and Frid., 8 a.m.), to (7 hrs.) *Surendalsøren*, and thence follow the land route described below.

b. By Angvik and Orkedal.

With the exception of the first stage, this route is monotonous, and on the whole little to be recommended. The stations are fast, with the exception of *Heggeim*, *Angvik*, *Koksvik i Thingvold*, and *Bolsæt*, to which 'Forbud' should therefore be sent. The accommodation at almost all the stations is mediocre.

From Molde to (31 Kil.) *Istad*, see p. 197. — Then follow the slow stations of (11 Kil.) *Heggeim* (655 ft.) and (11 Kil.) *Angvik*, a station of the Sundal steamer (p. 173), whence we cross the *Sundalsfjord* by rowing-boat to (6 Kil.) *Koksvik i Thingvold*, also a station of the Sundal steamer. At both of these places a steamer calls twice weekly in each direction. We then proceed by carriole to (7 Kil.) *Bølsæt*, and by rowing-boat to (7 Kil.) *Stangvik* (good quarters), a station of the Surendal steamer. Then again by carriole to (15 Kil.) *Aasen*, not far from the steamboat-station of *Surendalsøren* and the *Surendal*. — 10 Kil. *Haandstad* (75 ft.) — 15 Kil. *Kvammen*, where the *Foldal*, with its grand mountain-scenery, opens to the S. — 10 Kil. *Foseide*, near the church of *Rindalen* (470 ft.). — 14 Kil. *Garberg*, the first place in the district of Søndre Trondhjem. — 19 Kil. *Aarlivold*.

12 Kil. *Bak i Ørkedalen.* [About 8 Kil. to the N. lies *Ørkedalsøren* (p. 210), whence on Mon., Wed., Frid., and Sat. afternoons the steamer 'Orkla' sails for Throndhjem.]

19 Kil. *Eli;* 10 Kil. *Saltnæssanden;* 8 Kil. *Heimdal*, a station on the Christiania and Throndhjem railway (p. 216).

25. From Domaas in the Gudbrandsdal to Støren (*Throndhjem*).

154 Kil. (95½ Engl. M.). Road, with fast stations, comparatively little used since the opening of the railway described in R. 26. Travellers from *Molde* who combine this route with a visit to the Romsdal easily reach Throndhjem from *Veblungsnæs* (p. 199) in four days. 1st day, to *Stuefloten* (p. 201); 2nd day, to *Domaas;* 3rd day, to *Rise* or *Aune;* 4th day, to *Støren*, and in the evening by train to Throndhjem. — Walking is recommended from Domaas to Fogstuen (6 Engl. M.), from Jerkin to Drivstuen (16 M.), and from Austbjerg to Bjerkaker (7½ M.).

From *Molde* or *Lillehammer* to *Domaas*, see R. 15. Domaas lies at the S. base of the **Dovrefjeld,** the most famous of the Norwegian mountain-ranges, which separates Southern *(Søndenfjelske)* from Northern *(Nordenfjelske)* Norway. As the Norwegian mountains do not form well-defined chains like the Alps, but consist of vast table-lands, intersected here and there by valleys, there are no passes here in the Swiss sense of the word. After reaching the lofty plateau the road runs for many miles without much variation of level, and then descends gradually to the 'nordenfjelske' valleys. A great part of the route traverses lofty, bleak, and treeless solitudes, passing rock-strewn tracts, swamps, gloomy lakes, and dirty masses of snow, and is therefore far from picturesque. The solemn grandeur of the scenery, however, has a peculiar weird attraction of its own, and the pure mountain-air is remarkably bracing and exhilarating. For botanists, zoologists, and sportsmen there are also abundant attractions. Beyond Kongsvold, however, the character of the landscape changes. The road traverses the highly picturesque gorges of the Driva and the Orkla, beyond which the country presents a more smiling aspect and is comparatively well peopled. As Throndhjem is approached the vegetation will strike the traveller as being remarkably rich for so northerly a latitude (nearly the same as that of the S. coast of Iceland).

The road at first ascends very rapidly, traversing moor and swamp, scantily overgrown with stunted pines. Looking back, we obtain an imposing survey of the mountains. To the W. lies the *Lesjevand* (p. 126), which we passed on the way from the Romsdal to Domaas. In about 1 hr. we reach the plateau. The road then crosses the *Fogsaae*, an affluent of the Glommen. To the left are extensive mountain-plains where the sources of the *Driva* take their rise, the waters of which descend to Sundal. On the *Fogstuhø* we observe three sæters on the right and others to the left. To the N.W. rise the *Hundsjø* and *Skreda-Fjeld*, and beyond them the *Snehættan*, the snow-field and glacier of which in its W. basin ('Botn') are distinctly visible.

10 Kil. (pay for 11 in this direction) **Fogstuen** or *Fokstuen* (3120 ft.; **Ant. Solberg's Inn*, with 30 rooms and 45 beds), is one of the four 'Fjeldstuer', or mountain-inns, which were founded by government on the Dovrefjeld for the accommodation of travellers

so far back as 1107-10. The landlords still receive an annual subsidy from government, and it is part of their duty to keep the roads open in winter and to forward the mails. The other three 'Fjeldstuer' are Jerkin, Kongsvold, and Drivstuen.

'From my inmost soul I commended the good king *Eystein*, who in 1120 built these four Fjeldstuer on the Dovrefjeld for the benefit of wayfarers crossing the mountain'. *(L. v. Buch.)*

From Fogstuen the old road, now disused, leads across the lofty *Hardbakken* (3750 ft.) direct to Toftemoen in the Gudbrandsdal (p. 125). — *L. v. Buch*, who traversed this route at the end of April (i.e. in winter) writes: 'The lofty pyramid of the Snehætta then came in sight in the midst of the fog, several miles to the north. So rises Mont Blanc, when seen from the Brevent, from its mantle of ice. It is not a mere mountain, but a mountain on a mountain. A great and sublime apparition commanding the whole of this solitude'.

The road from Fogstuen to Jerkin is nearly level the greater part of the way, and the scenery is monotonous. We pass several lakes (*Vardesjø*, *Afsjø*, etc.) formed by the *Fogsaae*, which farther on is called the *Folda*. On the right are the *Blaahøer*. On the Vardesjø (2985 ft.), and to the right farther on, there are several sæters. The road leaves the valley of the Folda and ascends to —

21 Kil. **Jerkin** (3140 ft.; excellent station), situated in the midst of wild and desolate scenery, is a good starting-point for reindeer-stalkers and anglers, and also for the ascent of the Snehættan. The **Kitchen* of the old house, with its antique carved furniture, is an object of great interest. One of the chairs dates from 1676. Pleasant walk to the *Jerkinhø*, the highest point on the old road (4105 ft.).

The **Snehættan** (7770 ft.; 'snow-hat'), which ranks about sixth among the mountains in Norway in point of height, is most conveniently ascended from Jerkin. The ascent was accomplished for the first time by *Esmark* at the end of last century, and has very frequently been made since. (Guide 2. horse 6½ kr.; 'Niste', or provisions, necessary.) For 3-4 hrs. we ride across a bleak rocky and mossy tract, crossing several torrents, and lastly ascend on foot for 2-3 hrs. over snow and ice. For the whole excursions 12 hrs. at least should be allowed. In clear weather (which is rare on the Dovrefjeld) the view is very extensive in every direction, but deficient in picturesquencss and far inferior to that from the Galdhøpiggen (p. 146). The chief objcct of interest is the finely shaped mountain itself, composed of mica-slate.

An attractive route, with fast stations (low tariff) and good quarters, leads from Jerkin through the **Foldal** to *Lille-Elvdal* in the valley of the Glommen (railway-station, p. 213). The stations are: 17 Kil. *Dalen*, 17 Kil. *Krokhaugen*, 18 Kil. *Ryhaugen*, and 32 Kil. *Steien*, near *Lille-Elvdal*. From Krokhaugen a road leads to the S. to the *Atnevand* and the *Róndane* (see p. 213).

The new road from Jerkin to Kongsvold ascends a hill to the W., and then descends gradually to the *Svonaae*, the course of which it now follows. We enjoy a very striking *View of the Snehættan, which looks quite near. The road crosses the boundary between the Stift of Hamar and that of Throndhjem, and gradually descends into the valley of the rapid *Driva*, the course of which it follows down to Aune.

13 Kil. **Kongsvold** (about 3100 ft.; fair station) also forms

good headquarters for sportsmen. The Snehættan may be ascended hence almost as easily as from Jerkin, and the *Knutshø* (5565 ft.; similar view), which is especially interesting to botanists, may also be ascended hence (3 hrs.).

Beyond Kongsvold the road descends through the very picturesque ***Ravine of the Driva,** the first part of which at least should be traversed on foot. In winter the route formerly used was the frozen and snow-clad river, while the summer-route, called the *Vaarsti* ('spring-path'), was a very steep and tortuous path on the right bank of the stream. Pedestrians are recommended to follow this disused route, which is very interesting, and to send on their horses to the point where it rejoins the road. This ravine is bounded by enormous precipices, from which numerous waterfalls descend, while the Driva itself forms a series of magnificent cataracts. Fine Alpine flora.

15 Kil. **Drivstuen** (good station), the fourth of the 'Fjeldstuer' on the Dovrefjeld. The valley expands and the vegetation becomes richer. Birches and pines clothe the slopes. A few fields of barley and potatoes also appear. Scenery still fine. The road passes the *Aamots-Elv* and crosses the Driva by a handsome new bridge, a little beyond which is a gorge called **Magalaupet* (*Laup*, 'gorge', 'gully'; caution necessary in approaching the edge). The Driva forms imposing waterfalls here. The broad *Drivadal*, a lower and more fertile zone of the valley, now suddenly comes in view, and we descend to —

12 Kil. (pay for 17 in either direction) *Rise* (tolerable station). The *Vinstra*, descending from the right, falls into the Driva here. The Dovrefjeld terminates at —

10 Kil. *Aune* (about 1750 ft.; good station), sometimes called *Ny-Aune* or *Ny-Øvne*, in the **Opdal.** To the W. rises the lofty *Munkevoldsfjeld*, and to the E. the *Allmandbjerg*.

From Aune an interesting road diverges to the left, following the *Driva*, which is afterwards called the *Sundals-Elv*, and descends the Sundal to **Sundalsøren** (71 Kil.). The stations on this road are all fast. — The somewhat hilly road leads first to (11 Kil.) *Aalbu* (tolerable quarters) and then descends through a ravine, passing *Gravaune*, to (15 Kil.; pay in this direction for 18, and in the other for 21) *Sliper* (1800 ft.; poor quarters). It next crosses the *Graauren*, a hill at the side of which the Driva rushes through a deep gorge. At (10 Kil.; pay in the reverse direction for 14) *Gøra* (good quarters) begins the **Sundal*, a valley which vies in grandeur of scenery with the Romsdal. The road follows the course of the Sundals-Elv pretty closely. 17 Kil. *Storfale* (good and moderate quarters). Avalanches and stones frequently fall from the dizzy heights of the *Romfogkjærringerne*, *Klengfjeld*, and *Hoaasnæbba*, and at some of the most dangerous points the traveller is warned by his attendant to drive as quickly as possible ('Sneeskred! kjør til').

19 Kil. **Sundalsøren** (accommodation at the 'landhandler's'), at the S. end of the *Sundalsfjord*, on which a steamer plies thrice weekly in 8½ hrs. to Christianssund (comp. p. 173; excursion steamers in summer). The neighbouring mountains rise to a height of 5000-6000 ft., the most conspicuous being the *Grøvnæbba* and *Hofsnæbba* to the N., and the *Kalken* to the S. To the S. opens the romantic **Littdal*, which may be visited

by carriage in 3-4 hrs. (road to *Dale*, 11 Kil.). — If the traveller misses the steamboat, he should take a rowing-boat to (22 Kil.) *Eidsøren* (p. 173) and drive thence by carriole to *Eidsvaag* (p. 202).

From the Liltdal we may cross to *Viken* on the Eikisdalsvand (p. 204) in one day. The last part of the descent is steep. Guide necessary.

Beyond Aune the road quits the valley of the Driva and becomes uninteresting. It follows the course of the *Byna* and crosses the low watershed between that stream and the *Ørkla*, which falls into the Throndhjem Fjord at Ørkedalsøren (see below). Beyond —

14 Kil. *Stuen*, or *Nystuen* (good station), the road descends to the Ørkla, which is crossed by a handsome bridge. The river forms a fine waterfall here. Then a steep ascent to —

11 Kil. **Austbjerg** (1365 ft.; tolerable), from which the road, still ascending, and traversing forest, follows the magnificent **Ravine of the Ørkla*, the bed of which is 700 ft. below us. Beautiful views, particularly of the snow-mountains to the S.W.

From Austbjerg to Tønsæt, 77 Kil. (48 Engl. M.); good road, with fast stations (ordinary tariff), leading through meadows and forests (fine views) and affording a pleasant passage from the Ørkladal to the Glommendal. The road passes the church of *Inset*, then runs high above the *Ørkla Ravine*, crosses the foaming *Naven (Næva)* at some copper-works with large chimneys, and reaches (11 Kil.) *Næverdal* (poor quarters). The river forms several rapids, which alternate with smooth, pond-like expansions. — 13 Kil. (pay for 17) *Frengstad* (indifferent quarters). We then pass the church of *Kvikne*, with the adjoining gaards (in one of which B. Pjørnson, the novelist, was born) and cross a bridge over the brawling *Jen-Elv*. The road ascends high on the right bank of this stream to the solitary station of (14 Kil., pay for 17) *Steen i Kvikne* (tolerable quarters). Soon after we cross the low watershed and descend to the *Tønnen*, which flows through the Stubsø (right) and enters the Glommen at Tønsæt. — 15 Kil. (pay for 17) *Nytrøen* (good accommodation at a fine farm-house). The road leads across the Tønnen to (10 Kil., pay for 12) *Fosbakken* (tolerable quarters), where we have a fine view of the Østerdal Mts. — 14 Kil. (pay for 17) *Tønsæt* (p. 214).

12 Kil. **Bjerkaker** (1325 ft.; good station) lies on the watershed between the Ørkla and the Gula.

From Bjerkaker a road with fast stations leads to (74 Kil. or 46 Engl. M.) *Ørkedalsøren* on the Throndhjem Fjord, whence a steamboat starts for Throndhjem four times weekly (see p. 217). The road passes *Gaard Hoel*, where a famous drinking-horn is still shown, presented by Christian V., out of which Charles XIV. John (Bernadotte), Oscar I., and Charles XV. respectively drank when on their way to be crowned at Throndhjem. The horn bears inscriptions relating to its history. A huge birch-tree at Hoel, 9 ft. in circumference, is also worthy of notice. The first station is (14 Kil.) *Haarstad* (720 ft.). Farther on we pass *Gaard Uf*, with a very old building, the wood-carving on which is said to have been executed by the 'Jutuls' (giants) with their finger-nails. Next station (14 Kil.) *Grut;* then (11 Kil.) *Kalstad i Meldalen*, from which a road leads to the W. viâ *Garberg* and *Foseid* to *Surendalsøren* (p. 206). Our road, which leads due N., passes *Løkkens Kobberværk*, crosses the Ørkla, and next reaches (15 Kil.) *Aarlivold* (good quarters), whence a road to the S.W. also leads to Surendalsøren, while another road leads to the E. to (17 Kil.) *Kraakstad* and the (17 Kil., pay for 19) *Hovin* railway-station (p. 215). From (12 Kil.) *Bak*, the next station on our route, a road leads to the E. viâ (13 Kil., pay for 15) *By* and (12 Kil.) *Saltnæssanden* to (11 Kil.) *Heimdal*, a railway-station near Throndhjem (p. 216). We next reach (8 Kil.) Ørkedalsøren (*Rian's Inn*; telegraph-station), from which Throndhjem may be reached by steamboat in 3-4 hrs. (comp. p. 217).

Beyond Bjerkaker the road traverses the *Soknedal* and follows the course of the *Igla*, and afterwards that of the *Stavilla* and *Hauka*, the united waters of which take the name of *Sokna* and fall into the *Gula* at Støren. The vegetation becomes richer, and the traveller might imagine he was approaching a more southern region instead of so high a latitude.

12 Kil. *Garli* (1355 ft.; good station) lies on a height to the left. The road descends through a picturesque ravine with waterfalls and mills. Beyond the church of *Soknedalen* we reach —

10 Kil. *Præsthus* (700 ft.; poor station).

14 Kil. **Støren** or *Engen i Støren* (210 ft.; *Hotel & Restaurant*, adjoining the railway-station). Travellers arriving here and intending to start again by train should drive direct to the railway-station. — From Støren to Throndhjem ($1^3/_4$-$2^1/_2$ hrs. by train), see p. 215.

26. From Christiania to Throndhjem.

562 Kil. (349½ Engl. M.). Railway (*Nordbanerne*). In summer a through-train runs daily, stopping at 14 only out of 75 stations and accomplishing the whole distance in $17^1/_4$ hrs. (fares 50 kr. 60, 42 kr. 40 ø., 24 kr.; sleeping-berth 5 kr. extra). Other trains stop for the night at (11-13 hrs.) *Tønsæt*, arriving in Throndhjem the following afternoon (fares 29 kr. 70, 17 kr. 58 ø.). Tickets for the slow trains cannot in any way be made available for the through express. It is advisable to write or telegraph to a hotel at *Tønsæt* in order to secure a comfortable room. — There are 11 railway-restaurants on the line. Dinners are provided for travellers going N. at *Hamar* and *Støren* (1 kr. 25 ø.), notice being given to the guard; travellers going S. dine at *Singsaas* or *Hamar*. But these arrangements are liable to change.

With the exception of Lake Mjøsen there is almost nothing on this route to induce the traveller to make any stoppage or detour. The best views between Hamar and Rena are to the right, thence to Throndhjem, to the left. This last portion of the journey, especially after Røros, is the most beautiful. The scenery is monotonous, and the extensive forests on the E. frontier present attractions only to sportsmen and anglers. Of the numerous lakes in the district traversed by the railway the largest is the *Fæmund-Sjø* (ca. 2300 ft.; steamer), which may be visited by carriole from Røros (new road, 35 Kil.; scarcely worth while).

From Christiania to (68 Kil. or 42 Engl. M.) *Eidsvold* (410 ft), see p. 118. — The railway journey from Eidsvold to Hamar presents little variety of scenery, but is preferable to the longer steamboat journey. To the left we have a view nearly the whole way of the *Mjøsen* (p. 118), the *Skreiafjeld* (p. 118), and the *Helgeø* (p. 119); to the right, in the distance, are the mountains of the *Østerdal*. The train follows the right (W.) bank of the pretty *Vormen* to its efflux from the *Mjøsen* (405 ft.), near —

75 Kil. ($46^1/_2$ Engl. M.) *Minne* (465 ft.). At the *Minnesund* it crosses the river by an iron bridge, 65 ft. high and 1180 ft. long, and then skirts the E. bank of the Mjøsen.

84 Kil. (52 M.) *Ulvin* (420 ft.), commanding a fine view of the *Bay of Feiring*, on the opposite side of the lake. The train now enters the *Hedemarkens Amt*. 97 Kil. *Espen* (425 ft.), situated

on the picturesque bay of *Korsødegaard*. 102 Kil. *Tangen* (540 ft.), with the church of the same name. In the fertile environs lie the gaards of *Korsøde*, *Hof*, and *Vik*. The train now ascends through a solitary wooded region to (114 Kil.) *Stange* (730 ft.), and then descends through a well-tilled district. 119 Kil. *Ottestad* (620 ft.), situated on the *Akersvik*, which the train crosses by an embankment and a bridge.

126 Kil. (78 M.) **Hamar** (415 ft.; *Rail. Restaurant*), see p. 119. — We now change carriages, and proceed by the narrow-gauge *Røros Railway*.

The train gradually ascends the sparsely peopled and at places thickly wooded region of *Hedemarken*. The scenery is uninteresting, and the stations are unimportant. 129 Kil. *Aker* (405 ft.); 131 Kil. *Hjellum;* 135 Kil. *Ilseng*. Near (139 Kil.) *Hørsand* (570 ft.) we obtain a fine view of the *Skreia Mts.*, to the S. of Lake Mjøsen. 141 Kil. *Aadalsbrug*. Beyond (144 Kil.) *Løiten* (760 ft.) we pass the drilling-ground of *Terningmoen*, and soon reach —

158 Kil. (98 M.) **Elverum** (600 ft.; *Rail. Restaurant; Sl. Olaf's Hotel*, well spoken of), the first station in the valley of the *Glommen*, the longest river in Norway (entering the sea at Frederikstad), the valley of which the train follows all the way to Røros. The important *Grundset-Marked*, a great horse and timber fair, takes place here annually in March. The environs of Elverum are strewn with pleasant-looking farms. The peasantry of *Østerdalen*, or the district traversed by the Glommen and its affluents, are among the richest in Norway, some of their forest-estates embracing an area of many square miles. Until recently the value of timber here was small, from lack of means of transport, but it has largely increased since the completion of the railway. The gaards of the wealthier landowners are most comfortably and even luxuriously fitted up, although their proprietors still adhere with pride to their original name of peasants or farmers *(Gaardbruger)*. At the end of June or beginning of July a number of these stalwart yeomen are frequently to be seen at Christiania, where it is not uncommon for a single proprietor to conclude a contract for the sale of a hundred thousand crowns' worth of timber. The timber is felled in autumn and winter, during which seasons the hardy wood-cutters often spend weeks in the forest, in spite of the intense cold, passing the night in wretched little huts. The forests are full of game. The characteristic form of the old-fashioned houses of the district, with their open roofs and tall chimneys, has been retained in many of the railway buildings. Comp. *Broch's* Kongeriget Norge (Christiania, 1876).

The next stations are (164 Kil.) *Grundset* and (171 Kil.) *Øxna* (666 ft.). Near (184 Kil.) *Aasta* (740 ft.) the train crosses the river of that name.

190 Kil. (118 M.) *Rena* (735 ft.; Rail. Restaurant), prettily situated near the church of *Aamot*, in the vicinity of which are several inns. Near (204 Kil.) *Stenviken* (785 ft.) the train crosses to the E. bank of the Glommen (views to the left). 214 Kil. *Ophus* (805 ft.). To the right a precipitous wall of rock. The Glommen forms several lake-like expansions. 224 Kil. *Rasten* (840 ft.). Beyond (237 Kil.) *Stai* (860 ft.) the mountains enclosing the valley become higher.

247 Kil. (153 M.) **Koppang** (915 ft.; **Hansen*, 200 paces to the left of the egress from the station; *Jernbane Hotel*, opposite the station, R. $1^1/_2$, S. $1^1/_2$ kr.; *Koppang Hotel; Skyds-Station*, in the village, 10 min. distant), situated on a height above the river and commanding a good view of the valley. To the W., rising above the forests, are several lofty mountains, the tops of which are carpeted with yellow moss.

The train now runs through the woods, at a considerable height above the Glommen, and crosses two bridges. Fine views towards the S. The ground is often completely covered with lichen and moss. The mountains increase in height, and the valley contracts. Large masses of 'Epilobium', a plant of which the roots and young shoots are eaten by the Norwegians, are seen here hung up to dry on hedges and frames. — 262 Kil. *Bjøraanæsset* (1160 ft.).

272 Kil. (169 M.) **Atna** (1170 ft.), near the mouth of the *Atne-Elv*, is the station for several gaards on the opposite bank.

An interesting excursion may be taken hence (comp. p. 122) to the W. to *Solliden* and **Atnebro** (good quarters at the gaards *Næsset*, *Brænden*, *Uli*, and *Trøen*), near the *Atne-Sjø*, commanding an imposing view of the chief peaks of the **Rondane**: the *Rondeslot* (7100 ft.), the *Høgrond* (6700 ft.), the *Stygfjeld* (6730 ft.), and the *Rundvashøgda* (6900 ft.). These peaks may be ascended from *Strømboden* in the upper Atnedal, and through the *Langglupdal*. (*Ola Strømboden*, at the *Søndre Gaard* of Strømhoden, is a good guide.) — From Strømboden a path leads across the hills to the *Bjørnhull-Sæter* (good quarters), the *Myssu-Sæter*, and through the *Uladal* to the S. to *Moen i Sel* in the Gudbrandsdal (p. 124). — A road leads from Atnebro to *Strombu*, *Blæsterdalen* (to the E. of which rises the *Store Sølen* or *Døle Sølen*, 5800 ft.), and (33 Kil.) *Krokhang-Foldalen*, on the road between Lille-Elvdal and Jerkin (p. 208).

285 Kil. (177 Engl. M.) *Hannestad* (1250 ft.), opposite which rises the imposing *Grøttingbratten* (3820 ft.). The train skirts the river, and then again enters a monotonous wooded district. At (304 Kil.) *Barkald* (1485 ft.) the Glommen forms the *Barkaldfos*. About $^1/_4$ hr. to the E. of Barkald is the curious gorge of *Jutulhugget*, enclosed on every side except the E., and formed, according to local tradition, by the attempt of a giant to divert the waters of the Glommen into the Rendal.

324 Kil. (201 M.) **Lille-Elvdal** (1660 ft.; *Rail. Restaurant; Steien's Hotel*, well spoken of), whence a road ascends the Elvdal to *Jerkin* (p. 208). A bridge crosses the Glommen here, and there is another a little lower down. — The train now skirts the base of the *Tronfjeld* (5610 ft.), a lofty mountain consisting

of gabbro and serpentine rocks, which may be ascended from Lille-Elvdal, and commands an extensive view (carriage-road nearly the whole way to the top). It appears in its full grandeur as we leave it behind us. — 337 Kil. *Auma* (1600 ft.). Near this point are large tracts of dead pine-trees, killed by the extreme cold of winter, when the thermometer sometimes sinks 60° Fahr. below zero. The scenery is very dreary.

347 Kil. (215 M.) **Tønsæt** (1620 ft.; *Schulrud's Hotel*), situated near the confluence of the *Tønna* and the Glommen, principally on the right bank of the latter. A road with fast stations leads hence viâ *Kvikne* to *Austbjerg* (p. 210). Farther on the line traverses the extensive *Godtlandsmyr*. To the S.W., on the right side of the Tronfjeld, rise the summits of the *Rondane* (p. 213).

358 Kil. (222 M.) *Telnæs* (1630 ft.). The train ascends more rapidly. Pasturage now takes the place of tilled fields. 368 Kil. *Tolgen* (1685 ft.), in an open situation. To the right rises the *Hummelfjeld* (5150 ft.). The vegetation assumes a thoroughly Alpine character.

385 Kil. (240 M.) *Os* (1975 ft.); the village lies on a slope *(Lid)* on the opposite bank. Beyond Os the train crosses the *Nøren-Elv*, traverses a wide moor, and reaches —

399 Kil. (247 M.) **Røros** or *Røraas* (2060 ft.; *Larsen's Hotel; *Rail. Restaurant*), with 1700 inhab., situated on a dreary and inclement plateau, where winter prevails for fully eight months in the year. The town was founded in 1646 after the discovery of the neighbouring copper-mines, to which alone it owes its existence. It lies on the *Hitter-Elv*, and not far from the Glommen, which describes a bend to the W. of the town. The old timber houses, with roofs of turf, and the large church of 1780 give the town a quaint and picturesque appearance. The wide expanses of turf are bordered by extensive terraces of glacial detritus and sandhills, which by dint of painstaking and ample manuring have been converted into pastures. Corn does not ripen here, and cattle-breeding is the only resource of the inhabitants, apart from the copper-mines and the trade they support.

The annual yield of the mines is about 280 tons of pure copper, and that of the two centuries since they were discovered is said to have been worth 72 million kr. in all (4,000,000*l.*). Far and near, the woods which formerly existed here have been cut down and used as fuel, but the works are now carried on with the aid of coal brought by the railway. The principal mines are *Storvarts Grube*, 2716 ft. above the sea-level, 9 Kil. to the N.E., the ore of which yields 8 per cent of copper; near it, *Ny Solskins Grube;* to the N.W. of the town, 14 Kil., *Kongens Grube*, yielding 4 per cent of copper; *Mug Grube*, 22 Kil. distant. The smelting-works are the *Røros Hytte*, the *Dragaas Hytte* at *Aalen*, and the *Lovisa Hytte* at *Lille-Elvdal*.

From Røros we may drive by skyds, viâ (17 Kil.) *Jensvold* and (18 Kil.) *Skotgaarden* on *Lake Aursund* (both fast stations), to a settlement of Nomadic Lapps, said to be the southernmost point to which they come (comp. pp. 87, 96). This trip, however, involves considerable privations.

From Røros, which is a terminal station, the train returns on

the same rails for a few hundred yards to the main line (views to the left). It then passes *Storskarven* on the right, and traverses a bleak and monotonous plateau. Near (406 Kil.) *Nypladsen* (2055 ft.) is the *Kongens Grube*, with the huts of the miners. Large piles of copper ore *(Kobbermalm)* are generally to be seen waiting for transport at the station. A little farther on is the site of an old furnace, marked by its deep copper colour. — We now cross the turbulent Glommen, which descends from the *Aursund-Sjø* (2155 ft.). Beyond (412 Kil.) *Jensvold* (2090 ft.), the train crosses large expanses of debris. A stone to the left marks the highest point of the railway (2200 ft.), on the watershed between the Glommen and the *Gula*. The train now follows the valley of the latter to Melhus.

420 Kil. (260 M.) *Tyvold* (2180 ft.). The train descends circuitously on the slope of a broad mountain basin. Beyond (432 Kil.) *Reitan* (1780 ft.) it passes on the left some picturesque gaards in the old Norwegian style, and traverses several cuttings through the rocks. Below lies the church of *Hov*.

442 Kil. (274 M.) *Eidet* (1380 ft.). We now reach the most picturesque part of the line. The train crosses the *Drøilierne*, passing through seven short tunnels, and enters the deep wooded ravine of the *Drøia*, which it traverses by means of a lofty bridge. In the cuttings we distinguish first the clay-slate, and afterwards the granite and gneiss formations. 454 Kil. *Hollaalen* (985 ft.), prettily situated in the bottom of the valley, with an old timber-built church. The costume of the peasantry here is interesting, usually consisting of a red jacket, leathern breeches, and a *Toplue* or peaked woollen cap. We now descend the valley of the Gula to (463 Kil.) *Langlete* (770 ft.) and (472 Kil.) *Reitstøen* (670 ft.). — 480 Kil. (298 M.) *Singsaas* (575 ft.; Restaurant), with a bridge over the Gula. Large terraces of debris to the left mark the entrance of the *Forradal*. On the same side is a fine waterfall. — 486 Kil. *Bjørgen* (455 ft.), prettily situated. Three short tunnels. 499 Kil. *Rognæs* (300 ft.), with another bridge over the Gula. A little above Støren, to the left, lies the church of *Engen*, situated at the confluence of the *Sokna-Elv* and the Gula. We then cross the Gula and reach —

510 Kil. (316 M.) **Støren** (290 ft.; *Railway Restaurant;* see p. 211), in a beautiful district on the Gula, perhaps the most prettily situated place on the whole line. The scenery here presents a park-like appearance; the valley is well cultivated at places, and the rocky mountains enclosing it are partly wooded. — Road from Støren over the *Dovrefjeld* to the *Gudbrandsdal*, see R. 25.

The remaining stations are unimportant. Beyond (517 Kil.) *Hovin* (170 ft.) the train crosses the river, which here forms the *Gulefos*. 524 Kil. *Lundemo* (108 ft.); 530 Kil. *Ler* (80 ft.). The train ascends to (535 Kil.) *Kvaal* (160 ft.) and then re-descends to (538 Kil.) *Søberg* (100 ft.) and (541 Kil.) *Melhus* (75 ft.), with a

picturesquely situated church. Numerous terraces and mounds of debris, probably due to glacier-action, are passed. We now quit the valley of the Gula, which turns to the W. and flows into the *Gulosen*, an arm of the Throndhjem Fjord. Shortly before reaching (546 Kil.) *Nypen* (230 ft.), which is called at only by local trains, we obtain a fine view of the fjord, to the W. of Throndhjem. 550 Kil. *Heimdal* (465 ft.).

The line follows the left bank of the *Nid*, passes between Throndhjem and the suburb of *Ihlen*, and describing a curve round the N. side of the town, enters the station of —

562 Kil. (349 M.) *Throndhjem*, see below.

27. Throndhjem and its Environs.

'*Det er saa favert in Throndhjem at hvile*'
'Tis so pleasant in Throndhjem to dwell.
(Burden of an Old Song.)

Arrival. The station lies to the N. of the town, by the harbour. Carriages and porters *(Bybud)* with hand-carts *(Triller)* await the arrival of passengers at the railway-stations, and also at the quays at the mouth of the Nid near the *Toldbod (Bratøren)* or on the *Nykaie*. A slight custom-house examination takes place on board the steamer. The principal hotels are all about 5-10 min. walk from the stations and the quay.

Hotels. *Britannia, Dronningens-Gade. *Angleterre *(E. G. Thane)*, Nordre-Gade, both frequented by English travellers; charges similar, R. from 1½ kr., L. 40, A. 40, B. 1 kr. 40 ø., with hot dishes 2¼ kr., D. 3, S. 2 kr.; baths and carriages at the hotels. *Nordkap, Strand-Gade 6, opened in 1888; *Victoria, Dronningens-Gade 64, D. 2 kr.; Grand Hotel *(P. Gjemsö)*, at the corner of the Krambod-Gade and the Strand-Gade, R. 1 kr. 50 ø., D. 1 kr. 60 ø.; Scandinavie, at the harbour.

Cafés. *Britannia; Theatre Restaurant; Grand Café*, adjoining the theatre. — Spirits cannot be obtained either in the hotels or restaurants (comp. p. 70).

Post and Telegraph Office at the corner of the Nordre and Kongens-Gade.

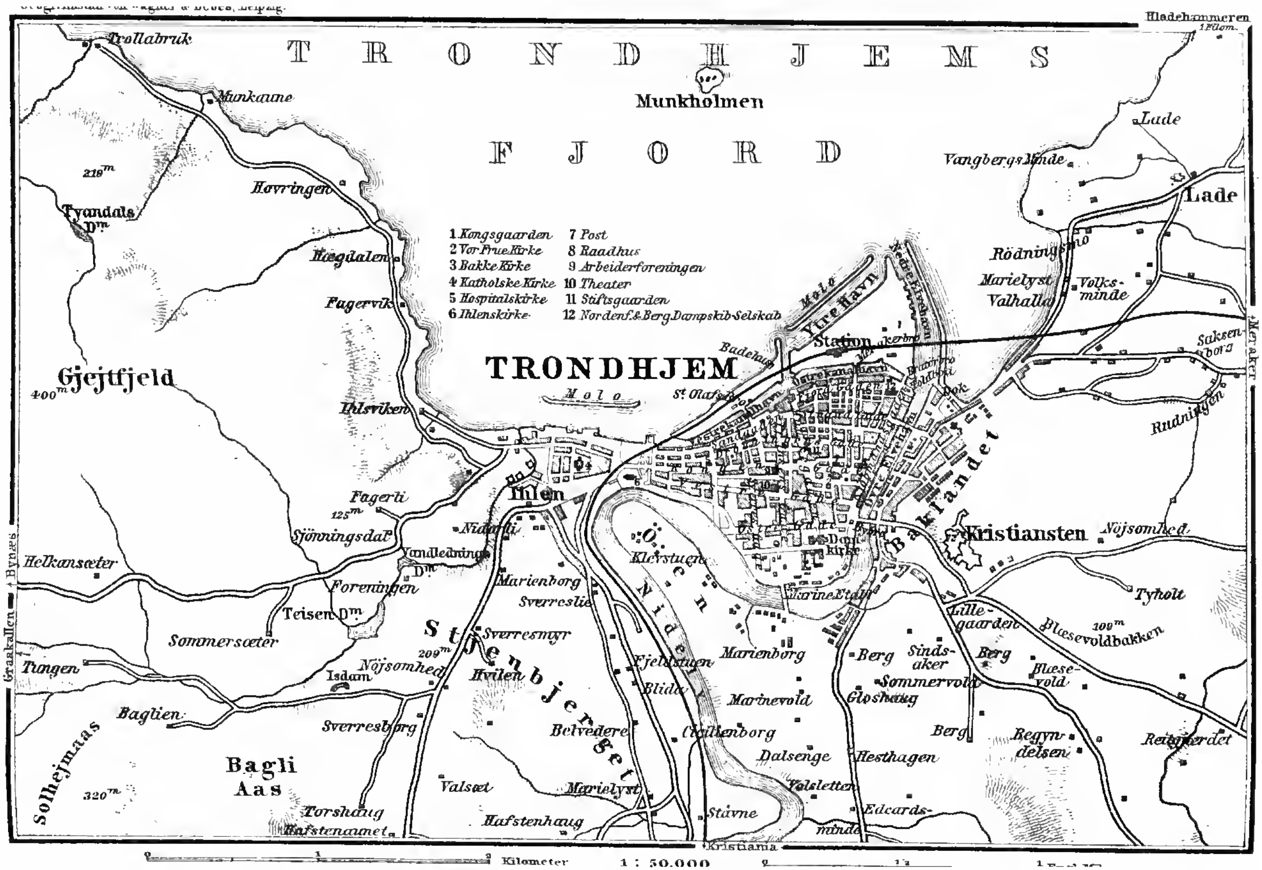
Skyds-Station: *Ole Wold*, Børsvendveiten. — **Carriages:** *P. Røst*, Karl-Johans-Gade, and *Kolberg*, Ørgaveiten, both near the Angleterre; *O. Solberg*, Apothekerveiten, at the back of the Britannia; *Ellefsen*, Gaubækveiten — **Cabs** in the Torv.

Banks. *Norges Bank*, at the corner of the Kongens-Gade and Kjøbmands-Gade; *Privatbank*, Søndre-Gade; *Nordenfjelske Kredit-Bank*, at the corner of Dronningens-Gade and Søndre-Gade; and several others. Money may also be exchanged at *Mr. Kjeldsberg's*, the English vice-consul, at the corner of the Strand-Gade and Søndre-Gade, and at *Mr. Claus Berg's* (firm of *Lundgrens Enke*), the American vice-consul, Munke-Gade, at the corner of the Torv. The usual bank office-hours are 10-1 o'clock.

Consuls. English and American, see above. German, *A. Jenssen, junr.*, Kjøbmands-Gade; French, *H. T. Gram*, Søndre-Gade; Austrian, *H. Thaulow*, Munke-Gade. Also Danish, Russian, and others.

Baths. Warm, shower, vapour, and Turkish baths in the new *Bath House*, at the corner of the Dronningens-Gade and Krambodveiten. — *Sea Baths*, on the breakwater, reached by boat from the N. end of the Munke-Gade.

Shops. Preserved meats, biscuits, wines, spirits, etc., at *Kjeldsberg's* and at *Lundgrens Enke's* (see above). A cheap and not unpalatable spirit in great local repute is that of the distillery of *Lysholm*, procured at 26 Strand-Gade. — Furs at *J. N. Bruun's*, Strand-Gade 37, one of the best shops of the kind in Norway; eider-down 16-24 kr. per lb., according to quality. — Carved wood, 'Tolleknive', etc., at *Blikstad's*, opposite the



TRONDHJEMS FJORD
Munkholmen
TRONDHJEM
1 Kongsgaarden
2 Vor Frue Kirke
3 Bakke Kirke
4 Katholske Kirke
5 Hospitalskirke
6 Ihlenskirke
7 Post
8 Raadhus
9 Arbeiderforeningen
10 Theater
11 Stiftsgaarden
12 Nordenf. & Berg. Dampskib-Selskab
Molo
Station
Badehus
St. Olafs
Nedre Elvehavn
Dok
Bakklandet
Kristiansten
Dom kirke
Marine Etabl.
Öen
Nidelven
Ihlen
Steinbjerget
Lade
Vangbergs Minde
Rödningsmo
Marielyst
Valhalla
Volks-minde
Saksenborg
Rudningen
Nöjsomhed
Tyholt
Blæsevoldbakken
Lille-gaarden
Berg
Blæse-vold
Regyn-delsen
Reitgjerdet
Sinds-aker
Sommervold
Gloshaug
Hesthagen
Edcards-minde
Volsletten
Dalsenge
Marienborg
Marinevold
Stavne
Fjeldstuen
Blida
Klostuen
Sverresli
Sverresmyr
Hvilen
Belvedere
Marielyst
Valsæt
Hafstenhaug
Nidarli
Vandledningens Dm.
Foreningen
Teisen Dm.
Sommersæter
Nöjsomhed
Isdam
Sverresborg
Torshaug
Hafstenaamet
Bagli Aas
Baglien
Tungen
Solhejmaas
320m
Helkansæter
Sjönningsdal
Fagerli
125m
Ihlsviken
Fagervik
Hægdalen
Hovringen
Munkaune
Trollabruk
218m
Tyandals Dm.
Gjejtfjeld
400m
Hladehammeren
Meraker
Kristiania
Graakallen
Bynæs
Kilometer
1 : 50.000

Victoria Hotel; good and cheap at the *Tugthuset*. — Ornaments, including small reproductions in repoussé and chased work of the figures in the cathedral, at *H. Møller's*, Dronningens-Gade 28. — Booksellers: *A. Brun*, Kongens-Gade; *A. Holbæk Eriksen*, at the corner of Nordre-Gade and Dronningens-Gade. — Photographs at *Brækstad's*, Søndre-Gade.

Newspapers at the *Club Harmonien*, in the *Harmonie* building, at the S.W. corner of the Torv (introduction through a member), and in the Reading Room of the *Britannia Hotel*.

Theatre and Concert Room, at the corner of Prindsens-Gade and Vestre-Gade. — The *Hjorten*, a 'Lyststed' or kind of 'Tivoli', at the W. end of the Ihlen suburb, is a popular resort (theatricals and music frequently in summer).

Steamboats. All the steamboats start from the pier *(Bratøren)* at the mouth of the Nid, the larger generally at high tide only, the smaller at any time. It should be noted that the larger vessels sometimes start from the pier before their time and cast anchor off *Ihlen*, the W. suburb. The principal services are at present the following (comp. *Communicationer*). Towards the S.: to *Christianssund* on Sun., Wed., and Thurs. mornings; to *Christianssund*, *Bergen*, *Christianssand*, and *Christiania* on Tues. at 7.30 a.m. and at midnight, and Thurs. 7.30 a.m.; to *Hamburg* on Sat. at 7 a.m.; to *Hull* on alternate Thursdays. — Towards the N.: to *Tromsø*, *Hammerfest*, the *North Cape*, and *Vardø*, see R. 29. — In the Fjord: to *Ørkedalsøren* on Mon., Wed., and Frid. at 8 a.m.; to *Beian* once daily; to *Levanger*, *Værdalsøren*, *Stenkjær*, see p. 223. — All the coasting and local steamers stop at numerous stations. The above services are of course liable to alteration.

English Church Service in summer in the Chapter House of the Cathedral.

Points of Interest. Cathedral (p. 219); walks to *Christiansten* on the E. side of the town (p. 221), and to the *Stenbjerg* to the S.W. — A favourite excursion is to the *Lerfos* (3½-4 hrs. there and back; see p. 222).

Of all the larger towns in Europe *Throndhjem*, with 24,000 inhab., is the northernmost, being situated in 63° 30′ N. lat., the same latitude as the S. coast of Iceland. It lies on a peninsula at the mouth of the *Nid*, and on the N. bank of the very extensive and picturesque fjord called after it. The vegetation of the beautiful undulating environs is remarkably rich for so northerly a latitude, and among the trees fine old walnuts occur frequently. The mean annual temperature is about 42° Fahr. (corresponding with the mean *winter* temperature of the S. coasts of England and Ireland), while that of Christiania is 41° only (that of the Shetland Islands 45°). Christiania, on the other hand, is warmer in summer and colder in winter, the July temperature being 62° and that of Throndhjem 53° only. Many of the inhabitants are wealthy and prosperous, and they have long been noted for the kindliness of their disposition. Throndhjem is the capital of the district of *Thrøndelagen*, and its inhabitants are called '*Thrønder*'.

The greater part of the town lies on the *Nidarnæs*, a peninsula resembling a fig in shape, formed by the fjord on the N. side and the circuitous course of the Nid on the S.W., S., and E. sides. At a bend of the river to the W., where it approaches within a few hundred paces of the fjord before making its final sweep round the town, lies the suburb of *Ihlen* (probably from *Ile*, 'an intrenchment'). Opposite, on the right bank of the river, is the peninsula called *Øen*. The Nid then falls into the fjord at *Bratøren*

on the E. side of the town. Beyond its mouth, to the E., rises the suburb of *Baklandet* ('hilly land'), with picturesque heights beyond it, the chief of which is the *Blæsevoldbakken* (p. 221), with the old fortress of *Christiansten*, terminating in the promontory of *Hladehammeren*. On the S.W. side of the town, to the S. of Ihlen, rises the *Stenbjerg*, with numerous villas. All these heights command picturesque views.

The town is regularly and on the whole handsomely built, although chiefly of timber. The wideness of the streets (100-120 ft.), which generally intersect each other at right angles, is intended to diminish the danger of fire. Many of the large warehouses facing the *Kjøbmands-Gade* are supported on piles sunk in the river. The windows of many of the houses are embellished with a beautiful show of flowers. In the Kongens-Gade are several tastefully-kept little gardens, where the Sorbus Scandia frequently recurs.

Down to the middle of the 16th cent. the name of the town was *Nidaros* ('mouth of the river Nid'; *Aa*, *Aar*, signifying 'river, and *Os*, 'estuary') or *Kaupanger i Thrándhjem* ('merchants' town in Throndhjem'), after which period the present name came into general use. Like Upsala in Sweden, Throndhjem, which has been called the 'strength and heart of the country', may be regarded as the cradle of the kingdom of Norway, and it was on Bratøren here that the Norwegian monarchs were usually elected and crowned. Here, too, was the meeting-place of the famous *Øre thing*. So early as the year 996 *Olaf Tryggvason* founded a palace to the S. of Bratøren and a church which he dedicated to St. Clement. *St. Olaf*, who is regarded as the founder of the town (1016), revived the plans of Olaf Tryggvason, which had fallen into abeyance after his death, and after the death of 'the saint' at the battle of Stiklestad (1030) a new impulse was given to building enterprise. His remains were brought to Throndhjem and buried there, but were soon afterwards transferred to a reliquary and placed on the high-altar of *St. Clement's Church*, where they attracted hosts of pilgrims, not only from other parts of Norway, but even from foreign countries. The spot where St. Olaf was originally buried was by the spring adjoining the S. side of the choir of the present cathedral, and on that site a magnificent church was subsequently erected. Though now little more than a fragment, having been repeatedly destroyed by fire and sadly disfigured by alterations and additions, it is still the most beautiful and interesting church in the three Scandinavian kingdoms. The reverence paid to St. Olaf gradually rendered Throndhjem one of the largest and wealthiest towns in Norway, and gave rise to the erection of no fewer than fourteen churches and five monasteries. At a later period terrible havoc was caused by civil wars, pestilence, sieges, and conflagrations (fifteen in all during the last few centuries); and the pilgrimages, to which the place owed so much of its prosperity, were at length put an end to by the Reformation. The precious reliquary of the saint was removed by sacrilegious hands from the altar in the octagon of the choir, while his remains were buried in some unknown spot, and most of the churches and monasteries were swept away. In 1796 the population numbered 7500 souls only, in 1815 not above 10,000, and in 1835 about 12,900.

Since the Peace of 1814 Throndhjem has rapidly grown in size and wealth, and it bids fair to become a city of still greater importance through the new railway to Östersund and Sundsvall in Sweden (see p. 222 and R. 50), as its fjord forms the natural harbour for a great part of the Swedish 'Norrland'. In anticipation of a large increase of traffic a new *Harbour* has been constructed.

The ***Cathedral**, situated on the S. side of the town, near the Nid-Elv and the present railway-station, has for several years been undergoing a thorough and judicious restoration under the superintendence of the architect *Hr. Christie*, and the chapter-house (English service in summer) and the octagonal choir are now completed. The work will probably extend over several decades, but will doubtless progress steadily, as annual subsidies are granted both by government and by the town itself, and regular subscriptions are received from private persons who are justly proud of this noble national monument. The connection and history of the different parts of the building are not easily understood without the aid of a guide, especially if the traveller visits it only once. Those who possess a moderate acquaintance with Danish will find *Nicolaysen's* 'Om Throndhjems Domkirke' (60 *ø.*, sold in the cathedral) a useful little guide, or they may consult *P. A. Munch's* larger work on the same subject, or the German work of *Minutoli*. — The first point to be borne in mind is that the building of the church extended over a century and a half, that it underwent repeated alteration, and that it suffered repeatedly from fires (1328, 1432, 1531, 1708, 1719). The architects were, moreover, bound to the site of St. Olaf's original burial-place, for it was there that they had to erect the altar destined for the reliquary containing the holy man's remains. The church originally built by *Olaf Kyrre* was a simple basilica, about 150 ft. in length and 40 ft. in width. Throndhjem having been erected into an archbishopric in 1151, the crowds of pilgrims continued to increase, and the church was found inadequate for their requirements. *Eystein* (or *Øystein*, 1161-88), the third of the archbishops, accordingly erected the spacious *Transept*, with a tower over it, and also the **Chapter House* (in which he lies buried) on the N. side of the choir, both in the Romanesque style. Of the appearance of the choir at that period nothing is known, but within a few decades after Eystein's death it was rebuilt, partly by English architects in an ornate Gothic style resembling that of several of the English cathedrals, and was completed about the year 1240. To that period belongs the exquisite ***Octagon* or apse (which recalls 'Becket's Crown' at Canterbury), forming an independent part of the edifice, and not being merely a projecting termination to the choir. It was on an altar in the centre of this sanctuary that the revered relics of St. Olaf were placed, and this was the great goal once so devoutly sought by thousands of pilgrims. The reliquary, executed in silver, and weighing no less than 200 lbs., stood here within a simple wooden chest, which in its turn was encased in a finely carved shrine, enriched with precious stones. The reliquary and shrine were carried off to Copenhagen at the time of the Reformation, and the worthless chest alone left behind.

During the third building period, extending from about 1248 to 1300, the imposing NAVE, to the W. of the transept, was erected, also in the Gothic style. This part of the church is now in ruins, while the transept and the choir are both roofed in. — The cathedral is built mainly of a bluish chlorite slate, procured from old quarries about $1^1/_2$ Engl. M. to the E. of Baklandet, while the marble was brought from the quarries of Almenningen (p. 232).

The **Interior** (open nominally from 12 to 1 only, but practically the whole day; service at 9.30 a.m.; a contribution towards the restoration-fund expected) is 335 ft. long and 128 ft. wide at the W. end. The huge and shapeless walls which were erected, partly for the purpose of propping up the ruins, and partly in order to obtain an available space for public worship, have as far as possible been removed. The white marble columns contrast admirably with the bluish slate of the walls. On the E. side of the S. transept is the *Chapel of St. John the Baptist*, in the round-arch style, dating from Eystein's period and containing the monument of *Thomas Angell* (d. 1767), a wealthy benefactor of Throndhjem. On the E. side of the N. transept, immediately to the left of the present N. entrance to the church, is a corresponding chapel of the same period. Above the chapel of St. John, is another (reached by a staircase), dedicated to St. Olaf, and now containing a number of interesting fragments of ancient tombstones found in and around the church, all in soapstone *(Klæbersten)*. In the 18th cent. the Lagthing, or national assembly, used to meet in the S. transept. — The highly ornate chapels of the choir are also worthy of careful inspection. The rich mouldings of the triforium windows are all different, and most elaborately executed; but some of them were left unfinished by their 13th century sculptors and still remain in that condition. On the S. side of the octagon is —

St. Olaf's Well, which most probably gave rise to the selection of this site for the church, having, according to tradition, burst forth at the spot where the king was originally buried. — Good photographs of the cathedral are sold in the S. chapel, the proceeds being paid to the building fund.

In the 11th and 12th centuries the cathedral was the burial-place of the kings of Norway, and several were crowned here at a later period. By the present constitution of Norway (that of 1814) all the sovereigns of the country are required to repair to Throndhjem to be crowned in the cathedral; and the ceremony was accordingly performed in the case of *Charles XIV. John* (Bernadotte) in 1818, *Oscar I.* in 1844, *Charles XV.* in 1860, and *Oscar II.* in 1873.

To the S. of the cathedral is the pleasing *Churchyard*, many of the graves in which, in accordance with the Norwegian custom, are adorned with fresh flowers every Saturday. Adjacent is the *Arsenal*, which occupies the site of the old *Kongs Gaard* (Pl. 1) and of the residence of the archbishops, and contains an interesting collection of old Norwegian weapons (adm. on application to the sentinel).

The other churches in Throndhjem are *St. Mary's (Vor Frue Kirke)* in the Kongens-Gade, a small promenade adjoining which (called '*Parken*') is embellished with a statue (by *Bergslien*, 1876) of *Tordenskjold* (d. 1720), the famous admiral, who was born at Throndhjem; the *Hospital Church* (Pl. 5), at the W. end of the Kongens-Gade, and the *Bakke Kirke* (Pl. 3) in Baklandet (whence there is a *Fløt* or ferry to Bratøren). At Ihlen there is a new *Roman Catholic Church* (Pl. 4).

Among the public buildings may be mentioned the large tim-

ber-built *Stiftsgaard* (Pl. 11) in the Munke-Gade, the residence of the 'Stiftsamtmand', and occupied by the kings of Norway on their coronation. Adjacent is the *Harmonie Club* (p. 217). In the Vestre-Gade is the *Academy of Science (Videnskabernes Selskab)*, founded in 1760, of which Schøning, Suhm, Gunnerus, and other distinguished scholars were once members. It contains a valuable library (50,000 vols.) and antiquarian collections. — In the Kongens-Gade, on the S. side, are the *Sparbank*, or Savings Bank, and the handsome building of the *Arbeider-Forening* (Pl. 9), containing a concert-room and café.

Environs. To the E. of the town rises the fortress of *Christiansten* (235 ft.; reached in 20 min. by crossing the Nid by the bridge and ascending the hill beyond), erected in the 17th cent., but now disused. It commands an excellent survey of the town and fjord, and a still finer view is obtained from the **Blæsevoldbakken* (355 ft.) behind it. — Turning to the left beyond the Nid bridge, we may walk or drive through the suburb of *Baklandet*, crossing the Meraker railway (p. 222), to (1½ Engl. M.) *Hladehammeren* (*Hammer*, 'promontory'), another good point of view.

Another fine view, differing from these, is obtained from a rocky height to the S. of Ihlen, where the remains of the castle of *Sverresborg*, built in the 12th cent., were discovered in 1873. This point is reached from Ihlen by following the road along the Nid and then ascending to the right, or by the broad road ascending direct from Ihlen, passing the gaard of **Marienborg* on the left, which also commands a fine view of the fjord and the town with its picturesque red roofs. The *Blyberg*, opposite the Sverresborg, commands a still more extensive view.

A pleasant walk may be taken to the W. by ascending from Ihlen to the left past the gaard *Fagerli* to the *Gjetfjeld* (1310 ft.), and proceeding high above the fjord and past several substantial gaards, to (1-1½ hr.) the *Munkaune* (private property; no admission), and (20 min. farther) the iron-works of *Trollabrug*. Return by the shore past the promontory of *Hovringen*, which commands an admirable view of the mountains to the E., *Fagervik* and *Ilsviken*. — A still finer excursion is the ascent of the **Graakallen* (1840 ft.), which may be accomplished (there and back) in 5 hrs. (guide unnecessary). The route also passes the gaard *Fagerli*, and then leads across some lower hills to the foot of the mountain, which we ascend from the N. side. The top is marked by a conspicuous 'Varde'. The view embraces the fjord and its surroundings. We should also ascend the rocky height to the S. and return to the E. viâ the *Kobberdamm*.

In the fjord, to the N. of the town, and about 1 Engl. M. distant, lies the picturesque *Munkholm* (reached by boat in 20 min.; fare 1½-2 kr., but a bargain should be made; no permission necessary; visitors are attended by one of the soldiers). As its name

imports, the island was once the site of a monastery, founded in 1028, of which the lower part of a round tower is now the only relic. *Count Peter Griffenfetd* (P. Schumacher), the minister of Christian V., was confined in a cell here from 1680 to 1698, and shortly after his release died at Throndhjem. The island is described by Victor Hugo in his 'Han d'Islande'. The walls of the small fortress which now stands here command a beautiful view, and contain some interesting old guns and gun-carriages. On the S.W. side is a small lighthouse.

The EXCURSION to the two falls of the Nid near the gaard of *Leren*, 5 Kil. south of Throndhjem, is picturesque, hut may be omitted if the traveller's time is limited. We follow the road leading from the suburb of Baklandet (p. 221), afterwards turning to the left. A good walker requires 4 hrs. there and back. In wet weather the last part of the road is unpleasant. (Carriage with one horse, there and back 8, with 2 horses, 12 kr.) The lower or **Lille Lerfos** is 80 ft. high. The upper or **Store Lerfos**, though higher, is broken by a mass of rock about halfway across. The best survey of it is obtained from one of the windows in the saw-mill overhanging the seething waters on the right bank (a somewhat rough path descends to the foot of the fall). The path from the lower to the upper fall is not easy to find. If only one is visited, the upper fall should be chosen.

An EXCURSION TO THE SÆLBO-SJØ takes two days. On the first day we go by railway to *Heimdal* (p. 216), and walk thence to *Teigen* or drive (skyds-station at *Esp*, 2 Kil. distant) to *Brøttun* (17 Kil., pay for 21), both situated at the W. end of the **Sælbo-Sjø** or *Selbu-Sjø* (525 ft.), a fine sheet of water, 29 Kil. (18 Engl. M.) in length, on which a small steamboat plies five times weekly in summer. At the S.E. end of the lake, near the church ot *Sælbo*, lie *Marieborg* and the *Sælbo Sanatorium* (well spoken of, 'pens'. from 50 kr. a month). — From Sælbo a road ascends the pretty and well-tilled *Tydal*. In the winter of 1718 the greater part of the Swedish army under General Armfelt was frozen to death on the *Tydalsfjelde* when on their retreat from Throndhjem.

FROM THRONDHJEM TO STORLIEN *(Östersund, Stockholm)*, 106 Kil. (66 Engl. M.), railway *(Meraker-bane)* in $4^3/_4$ hrs. (fares 5 kr. 84, 3 kr. 46 ø.). The station lies to the N. of the town, by the harbour, which the line crosses. — The train passes the church of *Lade* on the left, and beyond (3 Kil.) *Leangen* the lunatic asylum of *Rotvold*, also on the left. Soon after it reaches the fjord, here called the *Strindenfjord*, farther on the *Stjørdalsfjord*. 7 Kil. *Ranheim;* 15 Kil. *Malvik;* 23 Kil. *Hommetviken* (Inn, small), the centre of a considerable trade in timber. A road, with skyds-stations, leads hence viâ (12 Kil.) *Vikeu* to (12 Kil.) *Høiby*, on the Sælbo-Sjø. The train now passes through a short tunnel, and reaches —

32 Kil. (20 Engl. M.) **Hell** (telegraph-station), at the mouth of the *Stjørdats-Elv*, across which a bridge leads to the skyds-station of *Sandferhus* on the opposite bank. The line now runs inland, along the left bank of the Stjørdals-Elv. 42 Kil. *Hegre*, near the confluence of the *Forra*, which descends from the N., with the Størdals-Elv. 57 Kil. *Floren;* 72 Kil. *Gudaa* (275 ft.), where the *Reinaa* is crossed. The train passes through a tunnel and ascends rapidly, crossing the Stjørdals-Elv, to —

81 Kil. (50 M.) **Meraker** (720 ft.; telegraph-station), a thriving and prettily situated little town, the last station in Norway. Fine view from the station. Beyond Meraker, near which there is an old copper-mine, the line continues to ascend rapidly. The district is sparsely peopled, and the vegetation also becomes scantier. The Åreskuta and other snow-mountains of Sweden appear in the distance. The train at last crosses the Swedish frontier, 1825 ft. above the sea-level, and reaches —

106 Kil. (66 M.) *Storlien* (Rail. Restaurant, see p. 372; telegraph-station), the junction for the railway to Stockholm (R. 50).

28. Inland Route from Throndhjem to Namsos.

About 200 Kil. or 125 Engl. M. A steamer sails daily from *Throndhjem to Levanger* in 4 hrs, going on several times weekly to (5 hrs.) *Stenkjær*. Another steamer proceeds twice weekly direct from Throndhjem to Stenkjær. The road between Levanger and Stenkjær is, however, so picturesque, that driving is preferable to the steamboat journey. — From *Stenkjær* drive (fast stations) to the fjord opposite *Namsos*; thence cross by boat.

On the Steamboat Journey from Throndhjem to Stenkjær the traveller has the advantage of seeing something of the picturesque rocky W. bank of the *Throndhjem Fjord*, which is scarcely visible from the land-route. The steamer steers between the *Tutterø*, with the ruins of the monastery of *Tautra*, and the mainland *(Frosten)* on the E. to *Holmberget*, and across the fjord to the N.W. to *Lexviken*. It then recrosses to *Ekne* on the E. bank, whence it steers to the large island of *Ytterø* (with the parish of *Eid*). At the station *Hokstad* on this island are extensive mines of pyrites. *Holsanden* is also sometimes touched at. The vessel then steers to —

Levanger (*Madam Backlund's Hotel*; telegraph-station), a charmingly situated little town with about 900 inhab., which was almost entirely burned down in December, 1877, but has since been rebuilt.

From Levanger a road, with fast stations, leads to the E. into Sweden. — 14 Kil. (pay for 15) *Næs*; 11 Kil. *Garnæs*; 19 Kil. *Sulstuen* (good station); 22 Kil. (pay for 33) *Skalstugan* (good quarters), the first Swedish station. From this point we may walk (with guide) to the *Skalsjö* (1930 ft.), cross this lake by small boat, and ascend the Fjeld (no proper path) to the **Encampment of Lapps**, to be found here in summer. The Lapps, hitherto untainted by intercourse with strangers, change their camping-ground from time to time, but are generally to be found within 3-4 hrs. from Skalstugan. Gloves and veils are necessary for protection against the mosquitoes.

The road from Levanger to Stenkjær, 41 Kil., has only two skyds-stations (both fast): *viz.*, (12 Kil.) *Værdalseren*, at the mouth of the *Værdals-Elv*, and (14 Kil.) *Reske* (poor quarters). — The church of *Værdalen*, 6 Kil. from Værdalsøren marks the scene of the battle of *Stiklestad*, at which St. Olaf was killed 29th July, 1030 (p. xlvi).

The next steamboat-stations are *Skaanæs*, *Tronæs*, *Hyllen*, and *Sundnæs*, on the peninsula of *Inderø*, on the E. side of which is the strait of *Strømmen*, leading into the picturesque *Borgenfjord*, on which rises the church of *Mære*. The steamer, however,

does not enter this bay of the Throndhjem Fjord, but steers to the W. through the narrow *Skarnsund* on the W. side of the Inderø, touches at *Vennæs*, and enters the broad *Beitstadfjord*, the innermost recess of the Throndhjems Fjord. It then either proceeds direct to Stenkjær, viâ *Krogsvaagen*, steers into a narrow ramification of the Beitstadfjord to the N. to *Malmo* and *Fosnæs*, and thence to Stenkjær. From the skyds-station of *Østvik*, near Fosnæs, the traveller may drive to *Elden* and *Namsos* (see below).

Stenkjær (*Hôtel Haaka* or *Haakenstuen; Thorbjørnsen's Hotel;* telegraph-station) is a small town with 1800 inhab., on the *By-Elv*.

Travellers who intend to visit the beautiful **Snaasenvand** (80 ft.) and the Fiskumfos should telegraph for skyds before the arrival of the steamer at Stenkjær, so that they may proceed the same evening to (11 Kil.) *Sunde*, at the S. end of the Snaasenvand. A steamer plies thence four times weekly to (3½ hrs.) *Sem*, at the E. extremity of the lake; and from Sem we take skyds to (31 Kil.) *Homo* (360 ft.) and (16 Kil.) *Fosland*, on the road to Fiskum (p. 225). — Failing the steamer at Sunde, travellers must drive from Stenkjær. The stations by road, all fast, are: 15 Kil. *Langhammer*, 8 Kil. *Kvam*, 15 Kil. *Østre Hegge*, 15 Kil. *Nedre Vekset*, 28 Kil. (pay for 33) *Homo*, 11 Kil. *Vie* (p. 225), 16 Kil. *Fosland*, 17 Kil. *Fiskum*. Tolerable quarters are to be had only at Kvam, Nedre Vekset, Homo, and Vie; but unless the traveller is prepared to put up with very humble fare, he should telegraph beforehand, especially to Vie. The whole road lies through a series of magnificent landscapes, with wood and lake, and streams dashing over rocks. Between Vekset and Homo, near the point where we cross the watershed (805 ft.), there is a noteworthy waterfall. In the last stage, we cross the Namsen-Elv by a ferry.

The road to Namsos passes the following stations: —

15 Kil. (pay for 17) *Østvik* (good quarters), on the northernmost bay of the *Beitstadfjord*. The road now quits the fjord of Throndhjem, and crosses an Eid or isthmus, about 300 ft. high, to the Namsenfjord. 15 Kil. *Elden* (290 ft.).

18 Kil. *Rødhammer*, on the *Lyngenfjord*, the S. arm of the *Namsenfjord*. We then proceed over the pass of *Anskaret* to (16 Kil.) *Bangsund* (12-13 Kil. from Namsos by water) and (11 Kil.) *Spillum*. From Spillum the road leads to the *Strømshylla Ferry* (3 Kil.), whence we cross the fjord (4 Kil.) by boat or drive (8 Kil.) to —

Namsos (*A. Jensen's Hotel;* English Vice-Consul, *Mr. Sommerschield;* telegraph-station), a town with 1900 inhab., charmingly situated on the N. bank of the estuary of the Namsen-Elv. It was almost entirely burned down in 1872, but has since been rebuilt. A wood on the hills to the W. of the town was also destroyed by the same fire. The new *Church* stands on a rocky height in the middle of the town. The staple commodity of the place is timber. — The richly wooded *Namsdal*, containing 8000 inhab., is very picturesque, the scenery improving as we ascend. — Two or three of the large coasting steamers touch at Namsos weekly, both on the outward and homeward voyage (comp. p. 230).

Excursion to the Fiskumfos. This most interesting excursion is made either from Spillum, or from Namsos, the roads uniting near Hun.

The *Namsen-Elv*, through the valley of which the road ascends, is considered one of the best salmon-rivers in Europe, and is accordingly far famed among anglers. The fishings are always let to English sportsmen, and are jealously preserved. The stations from Namsos are: 15 Kil. *Hun* (good quarters), 11 Kil. *Haugum*, 17 Kil. *Vie* (125 ft.; Inn, very poor accommodation), a great fishing station, 11 Kil. *Fosland* (200 ft.), 17 Kil. *Fiskum*. The last stage is through a magnificent ravine. The *Fiskumfos (220 ft.), a most imposing fall, sometimes compared to the falls of the Rhine at Schaffhausen, with a copious volume of water, is 100 ft. in height. To reach the best point of view, a projecting rock on the left bank (inaccessible when the river is in flood), a guide is necessary. This is the upper limit of the salmon-fishings.

29. The Nordland.

Communication with the Nordland is maintained by the steamers of the united companies *Bergenske Dampskibs Selskab* and *Nordenfjeldske Dampskibs Selskab*, of which the former has its headquarters in Bergen, the latter in Throndhjem. The agent of the combined companies at Christiania is Mr. Berg-Hansen, at Throndhjem Mr. J. Eriksen. Detailed time-tables may be obtained on personal or written application either to the agents or to the head-offices ('direction') at Bergen and Throndhjem; and the *Norges Communicationer* mentioned at p. xix also give all the necessary information. The Mail Steamers ply throughout the year, leaving Throndhjem once weekly for Vadsø (midnight on Tues.) and twice weekly (noon on Thurs. & Sat.) for Hammerfest and the North Cape. The Tourist Steamers are put on in the height of summer, from about June 20th to July 20th, and run twice weekly (leaving Bergen about 9 p.m. on Mon. & Frid. and Throndhjem at 10 p.m. on Mon. & Wed.) to the North Cape. During the season there are thus five opportunities weekly of starting from Throndhjem for the North Cape. Smaller steamers also ply from Bergen to the Lofoden Islands, but are not used by the ordinary tourist.

The Mail Steamers (see *Communicationer*, Nos. 200-202) call at numerous intermediate stations and take 2-3 days for the voyage from Throndhjem to *Bodø*, 2 days more to *Tromsø*, and another day (5-6 days from Throndhjem) to reach *Hammerfest*. For a visit to the *North Cape*, which lies fully half-a-day beyond Hammerfest, the mail-steamers will be found quite as convenient as the tourist boats, except that they allow no time for an excursion to the 'bird-mountain' of Sværholt (p. 264). The mail-steamers take 12 days to make the journey from Throndhjem to the North Cape and back. The ordinary route of the Vadsø steamer leads through the Magerø sound to *Vadsø* ($2^1/_2$ days from Hammerfest to Vadsø), but if the passengers desire it and the weather is favourable, the captain of the Vadsø boat will change this for the course round the North Cape, though without stopping to allow of landing. The steamer leaves Vadsø again the day after its arrival, and the whole voyage from Throndhjem and back thus takes about 17 days.

The FARES on the mail-steamers are reckoned by mileage, the first cabin, which can alone be recommended, costing 40 ø. per Norwegian sea-mile. The fare from Throndhjem to *Bodø* (76 sea-miles) thus amounts to 30 kr. 40 ø., to *Tromsø* (125 M.) 50 kr., to *Hammerfest* (155 M.) 62 kr., to the *North Cape* (171 M.; fare calculated to Vardø) 80 kr., to *Vadsø* (210 M.) 84 kr. Family tickets are granted at considerable reductions (see p. xix) and return-tickets ('Tur og Retur') available for six months are issued at a fare and a half for distances of 20 sea-miles and upwards. The latter, however, should be taken for sections only (Throndhjem-Bodø, Bodø-Tromsø, Tromsø-Hammerfest, etc.), as they do not allow the journey to be broken, the liberty to do which is one of the great advantages of travelling by the mail-steamers (comp. p. 229).

On voyages of three days and upwards the steamboat-companies provide a liberal board at the rate of 5 kr. per day, including a cup of coffee with biscuits ('karvinger') on getting up, déjenner with tea or half a bottle of beer, dinner including a cup of coffee, and supper with tea or half a bottle of beer. A pint of claret costs 1 kr. 25, half a bottle of beer 25, selters water 25 ø. On shorter journeys the prices for single meals are as follows: coffee and biscuit 35 ø., déjeuner or supper 1½ kr., dinner 2 kr. 40 ø. For attendance 50 ø. per day is charged. Before ordering anything of the waiter it is advisable to consult the price-list hung up in the cabins. — Each steamer contains a small *Post Office*, which also undertakes the transmission of telegrams. The captain, pilots, and post office officials generally understand English.

The course of the TOURIST STEAMERS (comp. *Communicationer*, No. 204, and the bills issued by the agents mentioned at p. 225) is as follows. On Mon. and Wed. evening they leave Throndhjem, reaching *Torghatten* (p. 231) at 2 p.m. on the following day. Here time is allowed for a visit to the rocky tunnel. The steamers then pass through the Bronøsund or the Toftsund and at 8 a.m. on Wed. and Frid. reach *Bodø* (p. 239). At 2 p.m. on the same days they pass *Hennings-vær* and on Thurs. and Sat. forenoon arrive at *Tromsø* (p. 253), where a landing is made for a visit to the camp of the Lapps. At *Hammerfest*, which is reached on Frid. or Sun. at 8 a. m., a stay of 3 hrs. is made. We then traverse the Magerøsund, crossing the entrance of the Porsanger Fjord, to the 'bird-mountain' of Sværholt (p. 264), from which we return to the *North Cape* (p. 262), reaching it in the evening. We ascend to the top of the cape by the light of the Midnight Sun, and next morning (Sat. or Mon.) begin the homeward journey, the first stage of which is *Lyngenfjord* (p. 256; Sat. or Mon. evening). *Tromsø* is reached on Sun. or Tues. morning, *Svartisen* (p. 238) on Mon. or Wed. afternoon, and Throndhjem on Tues. or Thurs. afternoon. The whole excursion from Throndhjem to the North Cape and back thus takes only 8½ days by the tourist steamers.

The FARE on the tourist steamers for the whole excursion amounts to 250-300 kr. for a berth in a state-room containing one or two berths, 250 kr. for a share of a state-room containing three or more berths, and 220-225 kr. for a berth in the saloon or in the fore-cabin. This fare includes meals as on the mail-steamers, with the addition of half a bottle of wine at dinner. No extra charge is made for attendance. On the tourist steamers no reduction in the fares is made for families.

The tourist steamers are very comfortably fitted up but are as a rule somewhat crowded. They afford the easiest and speediest means of visiting the principal points of the Nordland, and are

therefore used by most visitors to the N. Cape. The methodical and ultra-punctual way in which the programme is gone through deprives the voyage of much of the charm of novelty, while the life on board is exactly similar to that in a large hotel on shore. The finest points may be passed in fog or rain. Those, therefore, who are not pressed for time and who wish to study the life and customs of the inhabitants as well as the beauties of nature, should travel by the mail-steamers, which are also well equipped and scarcely inferior to the tourist steamers in the matter of food.

A sufficiency of repose is an urgent necessity on an excursion to the Nordland. As there is scarcely an uninteresting point on the whole voyage and as in the height of summer daylight never entirely disappears, the traveller feels naturally averse to wasting any of his time in the unconsciousness of sleep. This feeling, however, should not be yielded to, and all who wish to avoid overstrain and nervous exhaustion should sleep for at least 4-6 hrs. after midnight and other 2 hrs. after dinner. The sleeping-places in the saloon must be quitted by 6 a. m. and those who desire to sleep in comfort should endeavour betimes to secure a berth in one of the state-rooms. The best and only sure plan is to apply beforehand to the steamboat office at Bergen or at Throndhjem (according to the company to which the steamer belongs; comp. p. 225 and the Norges Communicationer) or to the agent *Berg-Hansen* at Christiania. On receiving an affirmative reply it is necessary to forward the amount of the fare at once, as otherwise the berth will not be reserved. If the traveller has not ordered a cabin in advance he should lose no time on going on board in selecting the best of the still vacant berths, though he will seldom find any free except those in the saloon. In the mail-steamers, however, there is always the chance of securing a berth vacated by a passenger leaving the ship at one of the intermediate stations.

The vessel's course lies almost always within the island-belt (*'indenskjærs'*), and sea-sickness is of rare occurrence. From the *Skjærgaard*, however, a view of the open sea is frequently obtained beyond the lower *Skjær*, or *Vær*, as they are sometimes called.

A coasting voyage of moderate length has many attractions. The captain and crew are usually very obliging and communicative, especially if the traveller shows an interest in their country. The *Pilots (Lodsen)* are especially well informed and intelligent. Two of them navigate the vessel from Christianssand to Throndhjem, two from Throndhjem to Hammerfest, and two others thence to Vadsø, one of them always being on duty, except when the steamer is stationary. They are appointed by government, and each receives 140 kr. per month, besides his board. The number of pilots proper is, however, inadequate for the great traffic, and their place is often filled by other qualified persons *(Kjendtmænd)*.

Among the deck-passengers there are sometimes Lapps (here

called *Finner*), Finns (*Kvæner;* comp. p. 255), and convicts, these last being occasionally met with on their way to the *Slaveri*, or house of correction, at Throndhjem. If questioned as to the object of their journey, they speak of it euphemistically as a 'voyage to the south' or 'in the king's service'. Itinerant musicians (who in accordance with the traditions of the country travel free) are often a source of annoyance, and when the traveller hopes to get rid of them by going ashore, they are pretty sure to re-appear at the nearest inn or *Gjæstgiveri*. The sailors are generally a sober and hard-working class, and the traveller will frequently have occasion to admire the patience and perseverance they exhibit in loading or discharging cargo.

The inhabitants of the small stations, who on the steamer's arrival crowd round her in their *Ranebaade* (p. 237), are another object of interest. The charge for going ashore is usually 20 ø., but the *Taxt* should always be asked for, lest the traveller should unwittingly hurt the feelings of some landed proprietor or local dignitary (albeit wielding the oars with upturned shirt sleeves) by offering to pay. However far north the traveller extends his voyage, he will be struck with the civility, honesty, and intelligence of the natives, especially those who are not in immediate contact with the influences of modern 'civilisation'. In Tromsø the telegraph official on one occasion insisted on accompanying the writer for a quarter of an hour in the midst of a deluge of rain to show him the way to the post-office, and at Vadsø a merchant of the place showed him a collection of valuable photographs from Vienna and a work on the philosophy of Bacon of which the owner was an admirer. Another native of the far north mentioned that he had just returned from Rome where he had spent the winter, while an intelligent native of Kjelvik, close to the North Cape, had travelled over a considerable part of Great Britain, but expressed a decided preference for the freedom of his Arctic home, the greater purity of its air and water, and even for its climate! Clergymen, teachers, and government-officials also travel frequently in these vessels, and will give much interesting information regarding the Lapps, Finns, and other inhabitants of the country.

The natural phenomena of this hyperborean region will not fail to excite a keen interest even in the most experienced traveller. The weather, the winds, and the fogs, the play of light and shade, the purity of the atmosphere, are all quite unlike the corresponding phenomena in other parts of Europe. The Alpine tourist will be surprised to find how little his former practice aids him in estimating distances here. The animal world is of extraordinary richness. The sea teems with cod, herrings, skate, and other fish. Whales are frequently seen spouting columns of water into the air, or rising to the surface in unwieldy gambols. Swarms of eider-ducks swim

near every island, and the air is full of sea-gulls. Not unfrequently the traveller may see the industrious sea-gull *(Krykke)* robbed of its prey by the skua *(Lestris parasitica)*, which, unable to fish for itself, compels the gull to drop its booty and catches it with unerring dexterity before it reaches the water. A peculiar ruffling of the water is sometimes caused by the shoals of herrings *(Sildstime)*, often pursued by the voracious *Sei* ('saith', or hake, one of the *Gadidæ*), or by a seal *(Sælhund)*, to escape from which they dart into the nets and even spring ashore.

The scenery with which the writer was most struck extends from the Arctic Circle (the Hestmandø) to the *Lofoden Islands* and the S. extremity of *Hindø* (Lødingen), where the grandest mountains and glaciers are seen in close proximity to the sea. A girdle consisting of numerous islands, some of which rise to a height of several thousand feet, here stretches far out to sea, while the fjords extend as far in the opposite direction, reaching to the bases of the lofty inland mountains.

A trip to *Bodø* and as far as *Lødingen* in the *Lofoden Islands* will thus comprise some of the most characteristic features of these northern regions; but, if possible, the voyage should be extended to Tromsø and Hammerfest for the sake of seeing the *Lyngenfjord* and the island scenery of the *Arctic Ocean*, the finest of the kind in Europe. But the *North Cape* itself forms the most natural limit to the journey. Europe there terminates, and the Arctic regions begin; and there, too, the sublime scenery of the Norwegian coast may be said to culminate, as that of the N. and N.E. coasts begins to show a falling off in point of grandeur and interest.

A protracted voyage among the fjords is often productive of a kind of physical and mental lethargy, which sadly mars the traveller's enjoyment and is not easily shaken off, while the confinement, the not unfrequent overcrowding and want of ventilation, and the daily round of meals at the table d'hôte are very apt to become irksome. Even beyond Throndhjem every possible opportunity should be taken of breaking the voyage by excursions on land; and a voyage to any distant station and back by the same steamer should by all means be avoided. Travellers by the tourist-steamers have time to pay short visits to the Torghatten and the camp of the Lapps at Tromsø, and to ascend the North Cape. But a longer interruption of the journey is possible to passengers by the mail-steamers, who may land at the best points for making excursions, as for example Bodø, Svolvær, and Tromsø, and either spend a few days at each and go on by the next steamer, or continue their journey by inland routes and local steamers.

Breaks in the Voyage. Among the more interesting of such breaks may be mentioned: —

1. Journey by Land from *Throndhjem*, or from *Værdalsøren*, to *Namsos;* visit to the *Fiskumfos* (p. 225).

*2. Visit to the *Torghatten* from *Somnæs* or *Brønøsund;* this excursion, taking a whole day, involves waiting for the next mail-steamer and can therefore be more conveniently made from the tourist-steamers (p. 234).

3. Visit from *Vigholmen* to the *Ranenfjord*, and perhaps also to the *Dunderlandsdal*, and thence to the N. to the *Saltenfjord* or *Beierenfjord* (pp. 236, 237).

4. Excursion to the *Hestmandø* from *Indre Kvarø*, or from *Selsøvig* (p. 238).

5. From *Grønø* to the glacier of *Svarlisen* (see p. 238).

6. From *Bodø* to the *Sallslrøm*, and from *Fuske* to the *Sulilelma* (pp. 241, 242).

*7. From *Svolvær* to the *Lofoden Islands*, a magnificent trip of 2-3 days (p. 247).

8. From *Lødingen* to the *Ofotenfjord* (p. 250).

9. From *Søveien*, in the interior of the *Salangenfjord*, by a good road through the *Barduelvsdal* and *Maalselvsdal* to the *Rostavand*, and to *Maalsnæs* on the *Malangenfjord;* thence by a rough road to the *Balsfjord* and the *Lyngenfjord* (pp. 251-256).

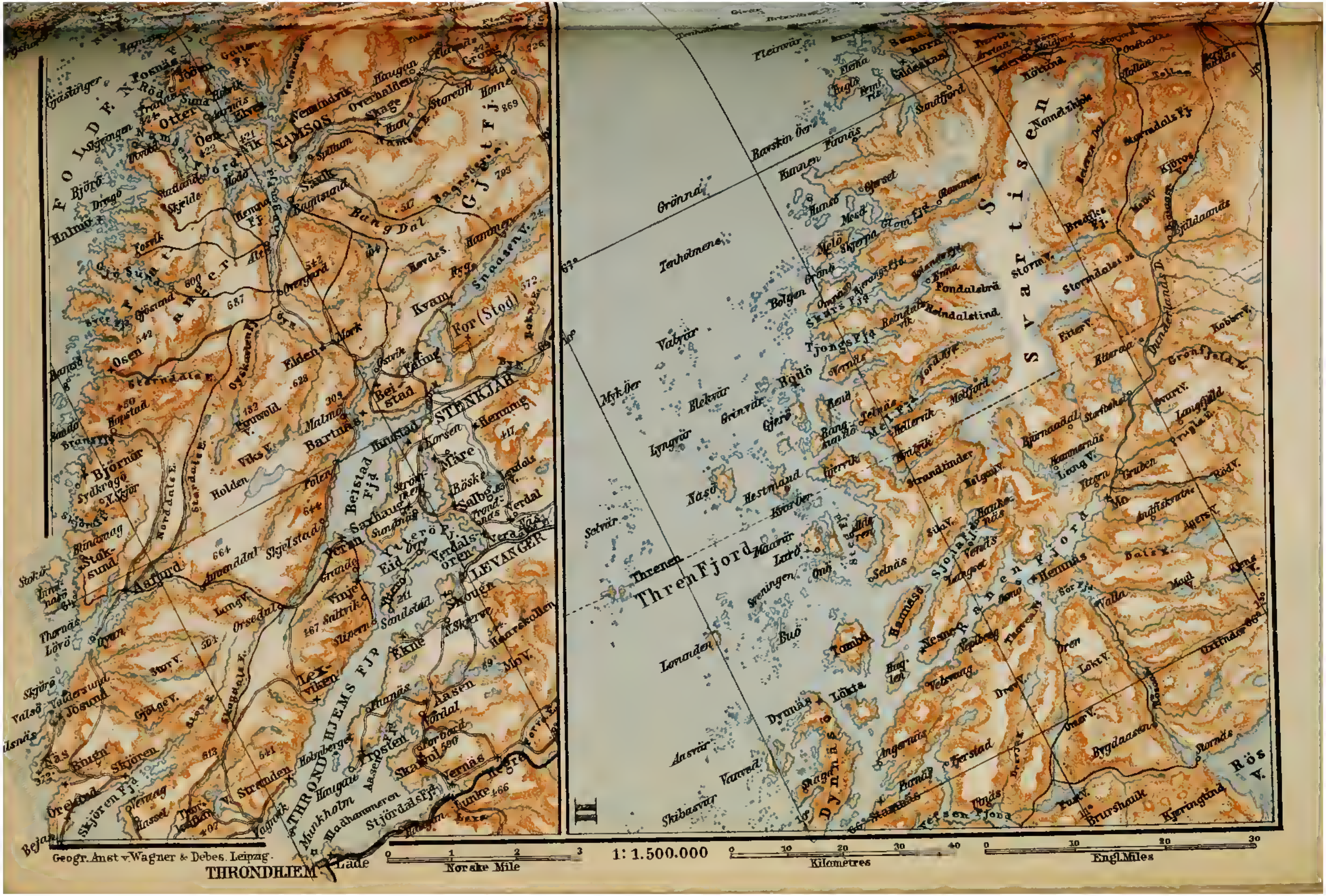
*10. From *Tromsø* to the *Tromsdal* with its Lapp encampment and herds of reindeer, and, if possible, thence to the *Lyngenfjord* (pp. 254-256).

*11. Visit to *Tyven* from *Hammerfest* (p. 260).

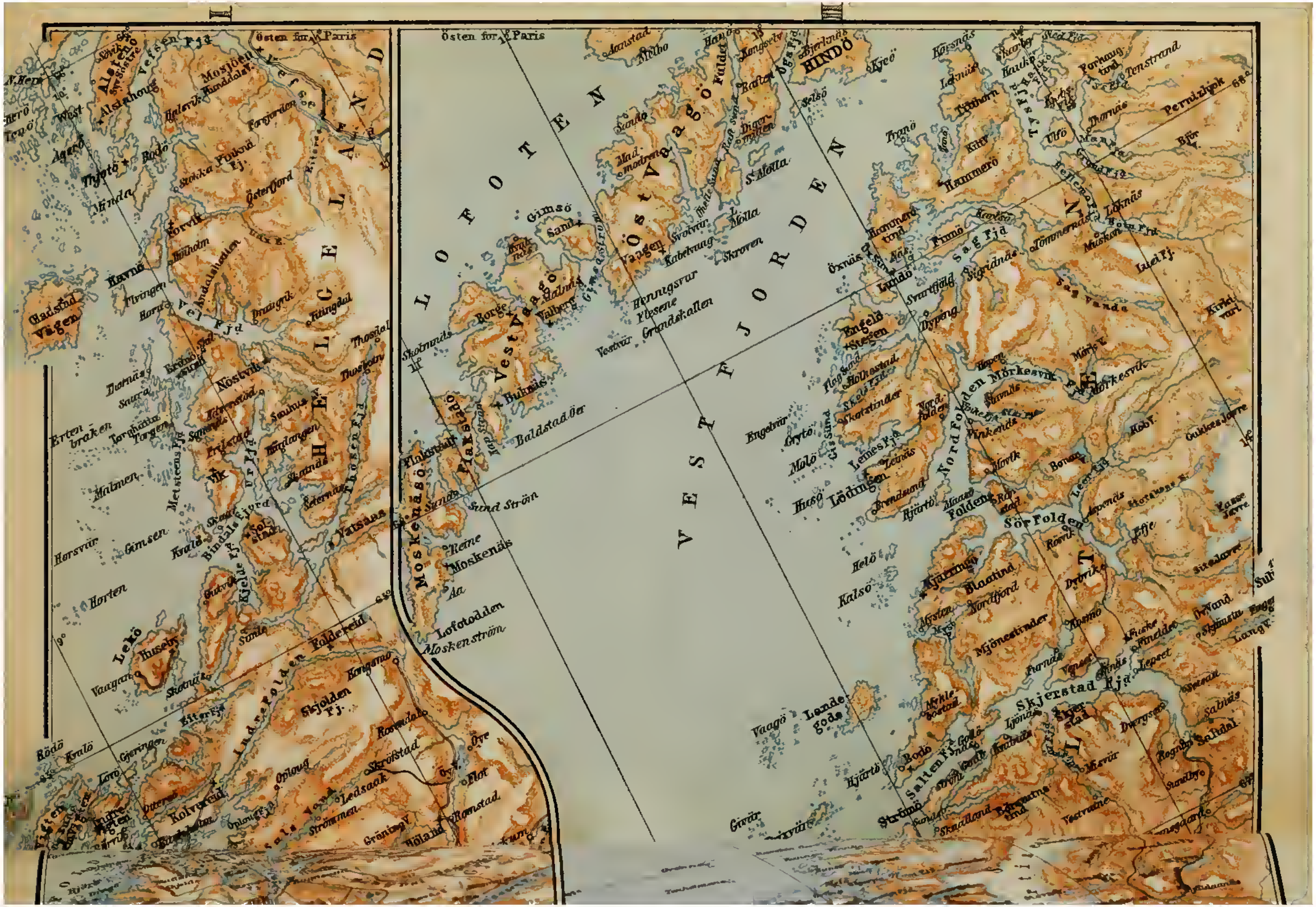
*12. The ascent of the *North Cape* (p. 262).

Midnight Sun. The best season for a cruise to the North Cape is between 20th June and 15th August, whether the main object of the traveller be to witness the subdued glory of the midnight sun, or to see the scenery to the best advantage. Down to the middle of June the mountains are almost all covered with snow, and the vegetation in the valleys is imperfectly developed, and after the middle of August the nights become longer and colder; but the intervening period forms one unbroken day, during which the weather is often warm and genial. The midnight sun, which is visible within the Arctic Circle (66° 30′) only, is partially or wholly seen from the sea-level within the following dates (those for the North Cape, however, being reckoned for a point 1000 ft. above the sea): —

Places	*For the first time.*			*For the last time.*		
	Upper Margin	Centre	Whole Disc	Whole Disc	Centre	Upper Margin
Bodø	30th May	1st June	3rd June	8th July	10th July	12th July
Tromsø	18th -	19th May	20th May	22th	24th	25th -
Vadsø	15th	16th	17th	26th	27th	28th -
Hammerfest	13th	14th	16th	27th	28th -	29th
North Cape	11th	12th -	13th	30th -	31st	1st Aug.



Geogr. Anst. v. Wagner & Debes, Leipzig.
THRONDHJEM
1 : 1.500.000
Norske Mile
Kilometres
Engl. Miles
II
THRONDHJEMS FJD.
Beistad Fjd.
STENKJÆR
LEVANGER
NAMSOS
Svartisen
Thren Fjord
Threnen
Dynnæsö
Grönnä
Tenholmene
Vabrär
Myk Öer
Selvär
Lovunden
Buö
Tombö
Hamnasö
Lökta
Lurö
Skibasvär
Aasvär
Vanvær
Bolgen
Melö
Fondalsbræ
Reindalstind
Stordalsel.
Dunderlands D.
Grönfjeld
Kobber V.
Bygdaasen
Röd V.
Rös V.
Hemnäs
Bang Dal
Snaasen V.
For (Stod)
Kvam
Övergaard
Bartnäs
Malm
Holden
Viks V.
Aafjord
Stoksund
Björnör
Osen
Skjören Fj.
Örland
Stadsbygd
Vinje
Skogn
Frosten
Munkholm
Hadhammeren
Stjördals Fj.
Lade
Overhalden
Skage
Otter
Öen


HELGELAND
LOFOTEN
VEST FJORDEN
Moskenäsö
Flakstadö
Vest Vaagö
Öst Vaagö
HINDÖ
Lekö
Alstenö
Vefsen Fjd
Mosjöen
Vel Fjd
Bindals Fjord
Kjelde Fj.
Thosen Fjd
Vatsaas
Foldereid
Indre Folden
Kolvereid
Skjolden Fj.
Nord Folden
Sör Folden
Salten Fj.
Skjerstad Fjd
Bodö
Lödingen
Engelö
Tys Fjd
Sag Fjd
Mörkesvik
Gimsö
Svolvär
Henningsvär
Reine
Moskenäs
Lofotodden
Moskenström
Baldstad Öer
Sund Strön
Östen for Paris
Landegode
Kalsö
Helö
Husö
Mölö
Gadstad
Vägen
Horten
Malmen
Horsvär
Gimsen
Rödö
Vigten

It need hardly be observed that travellers desirous of seeing the midnight sun should not postpone their journey till the latest possible date, as clouds and mist, as well as intervening mountains and islands, too often conceal the horizon and cause disappointment. A height of several hundred feet of course commands a better view than the deck of the steamer, and enables the spectator to see the midnight sun about one day earlier and later in the season than is otherwise possible. The sublimity of the spectacle, when witnessed in all its majesty, produces an impression never to be forgotten, and has been finely described by Carlyle, Bayard Taylor, and many other writers, while *Tegnér's* lines on the subject are remarkable for their extreme simplicity: —

'Midnattssolen på bergen satt,
Blodröd till att skåda;
Det var ej dag, det var ej natt,
Det vägde emellan båda.

(Literally: — 'The midnight sun sat on the mountains, blood-red to behold; 'twas neither day nor night, but a balance between them.')

Travellers will do well to supplement the small-scale maps accompanying the present volume by procuring *Cammermeyer's Reisekart over det nordlige Norge* (scale 1 : 800,000; price 4 kr.); see p. xxviii.

Among the books dealing with the Nordland the following may be mentioned:

Paul B. Du Chaillu's 'Land of the Midnight Sun' (London, 1881).
Bayard Taylor's 'Northern Travel' (1858).
F. Vincent's 'Norsk, Lapp, and Finn' (Boston, 1885).
L. v. Buch's 'Reise durch Norwegen und Lappland' (Berlin, 1810).
Petrus Lästadius's 'Journal' (2 vols, Stockholm, 1831-1833).
Pancritius's 'Hägringar' (Königsberg, 1852).
Oscar Schmidt's 'Bilder aus dem hohen Norden' (Jena, 1851).
Vibe's 'Küsten und Meer Norwegens' (Gotha, 1860).
G. v. Düben's 'On Lappland och Lapparne' (Stockholm, 1873).
Friis's 'König Oskar II.'s Reise' (Christiania, 1874).
G. Hartung and *A. Dulk's* 'Fahrten durch Norwegen und die Lappmark' (Stuttgart, 1876).
Schytte's 'Bodøs Beskrivelse'.
Sommerfelt's 'Saltdalens Beskrivelse'.
C. A. Wulfsberg's 'Om Finmarken' (Christiania, 1867).

I. From Throndhjem to Bodø.

76 M. or 490 Kil. (304 Engl. M.). STEAMBOAT in 2 days; comp. p. 225. Intending passengers should bear in mind that when a vessel is advertised to sail on a certain day, the very beginning of that day, or what is usually called the midnight of the preceding day, is frequently meant. There are 27 stations at which the mail-steamers call, but all of these are not touched at on the same voyage. — The distances given below are reckoned from station to station.

As the voyage through the outer Throndhjem Fjord and along the coast beyond is at first comparatively uninteresting, the travel-

ler is recommended to secure some sleep at this stage. If the boat starts at night he should seek his berth in good time the evening before. The first stations on the N. bank of the fjord are ***Rødbjerget***, with the ruined convent of ***Rein***, and (50 Kil. or 31 Engl. M.) **Beian** (telegraph-station; p. 174), where travellers from the S. can join the steamer from Throndhjem, without proceeding to that town. Beian is situated on the S. extremity of the peninsula of ***Ørland***, to the N.E. of which stretches the ***Skjørnfjord***. Not far from the steamboat-station is the gaard of ***Østeraal***, a place famed in the annals of Norway and the scene of Ibsen's drama 'Fru Inger til Østraat'.

The vessel now steers to the N., skirting the extensive peninsula of *Fosen*, formed by the sea and the long fjord of Throndhjem. To the W. are the islands of *Slor-Fosen* and the *Tarv-Øer*, and farther on is the *Fro-Hav*, a wide channel bounded on the W. by the *Fro-Øer*.

30 Kil. (18½ Engl. M.) *Valdersund* (telegraph-station). The *Nordlandsjægle*, with their peculiar raised cabins *(Veng)*, and rigged with a single square-sail *(Raaseil)* and a topsail *(Skværsegl* or *Topsegl)*, are frequently seen here on their way to the Tydskebrygge or German Quay at Bergen (see p. 75), deeply laden with wood and dried fish (*Klipfisk* and *Rundfisk*, comp. p. 245). Part of their homeward cargo often consists of coffins, filled with bread and *Kringler* (a kind of rusk). These vessels, both in build and rig, are the lineal descendants of the piratical craft of the ancient Vikings.

26 Kil. (16 Engl. M.) *Stoksund*. Of four caverns here the largest is *Hardbakhulen*, at the gaard of *Hardbak*. To the W. lie the *Linesø* and *Stokø*.

15 Kil. (9½ Engl. M.) *Sydkrogø*. To the N.W. lies the island of *Almenningen*, with the quarries that furnished the marble for Throndhjem cathedral (see p. 220). Fish spread out on the rocks to dry *(Klipfisk)* begin to be seen here. In winter they are hung on *Hjelder*, or wooden frames, for the same purpose. Eider-ducks abound. Passing *Besaker* (telegraph-station) we next reach —

24 Kil. (15 Engl. M.) *Ramsø*. The black and white rings on the rocks *(Tørneringe)*, resembling targets, indicate the position of iron stanchions for mooring vessels *(Mærker)*. The maintenance of these rings *(Ringvæsen)*, like that of the lighthouses and pilots *(Fyrvæsen, Lodsvæsen)*, is under the supervision of government. The number of lights required in the 'Skjærgaard' is, of course, very large. For the next two hours the vessel traverses the open and sometimes rough *Foldensjø*, which is prolonged towards the N.E. by the *Foldenfjord* (not to be confounded with the fjord of that name to the N. of Bodø, p. 244).

36 Kil. (22½ Engl. M.) *Bjørø*. Here, and farther to the N., we often observe white marks on the rocks, and sometimes white

planks in the water, the object of which is to attract the salmon, which mistake them for their favourite waterfalls and are thus decoyed into the nets (comp. p. 116).

Beyond Bjørø the steamer's course is again 'indenskjærs'. We now steer to the S.E. into the *Namsenfjord*, which is separated from the *Rødsund* to the N.E. by the long winding island of *Otterø*. As usual, the scenery improves as the fjord is ascended, and the steamer soon stops at the charming little town of —

40 Kil. (25 Engl. M.) **Namsos** (p. 224).

From Namsos to Kongsmo. A small steamboat plies once a week to the **Indre Foldenfjord** (see *Communicationer*, No. 285). The fjord is very narrow and picturesque, resembling the Lysefjord near Stavanger, and is nearly 12 sea-miles in length. Stations: *Sørvig*, *Seierstad*, *Lund*, etc. From the terminus *Foldereid* we can proceed by boat-skyds to *Kongsmo*, whence a road leads by *Høland* and *Haugum* to Namsos; from *Aavatnsvand*, on the *Eidsvand*, a little beyond Høland, a path diverging to the left crosses the hills to (5-6 hrs.) the *Fiskumfos* (p. 225).

Steering to the W. we next touch at (20 Kil.) *Foslandsosen*, then thread the very narrow *Rødsund*, traverse the Foldenfjord with its maze of islands, and reach (25 Kil.) *Apelvær*, on a small island at the mouth of the *Indre Foldenfjord*.

The steamer, which generally performs this part of the voyage at night, now threads its way through an infinity of small islands. To the right is the island of *Nærø*.

15 Kil. (9½ M.) *Rørvik* (opposite the telegraph-station of *Nærosund*), on the island of *Indre Vigten*, to the W. of which are the islands of *Mellem Vigten* and *Ytre Vigten*, on which rise the *Sulafjeld* (605 ft.) and *Dragstind* (525 ft.). On the left, farther on, is the *Leckø*, where a curiously shaped mountain is said by tradition to represent a giantess who was pursued by her lover, while her brother attempted to rescue her. The '*Torghatten*' (p. 234), or hat of the latter, having been pierced by an arrow shot by the amorous '*Hestmand*' (p. 238), the sun shone through the aperture and metamorphosed the distressed maiden into stone, the pursuer being at this juncture only 105 English miles off! In passing the giantess the natives sometimes raise their hats with mock ceremony.

38 Kil. (24½ Engl. M.) *Gutvik*. On the right, farther on, is the *Bindalsfjord*, with its numerous ramifications, the boundary between *Nordre Throndhjems Amt* and **Helgeland**, the *Halogaland* of early Norwegian history, which extends to the N. to the promontory of Kunnen near Bodø (p. 239).

Twice weekly the steamer 'Torghatten' from Brønø (p. 234) plies on the **Bindalsfjord** as far as *Tevaak* and *Heilstad*, near *Bindalen-Vatsaas* (comp. *Communicationer*, No. 287). Thence towards the N.W. runs the *Thosenfjord*, a huge mountain-cleft, 1¾ sea-miles in length, extending to *Thosbotn* and *Gaarden Thosdal*, from which the traveller may proceed with a guide to *Hortskarmo* in the *Sveningsdal* and *Mosjøen* on the *Vefsenfjord* (p. 235) in 1½-2 days. The ascent from Gaarden Thosdal is extremely steep, and on the E. side of the mountain there is a very troublesome ford across the *Gaasvas-Elv*.

From Gutvik the steamer steers towards the island of *Torgen* with the ***Torghatten** ('market hat'), one of the most famous islands of the Nordland, situated in 65°24′ N. latitude. It resembles a hat, about 800 ft. in height, floating on the sea, and is pierced about halfway up, from N.E. to S.W., by an aperture known as *Hullet* (formed by the 'Hestmand's arrow; see the legend above mentioned), through which, in passing between the island and the mainland, the passenger can see the sky on the other side. The height of this curious natural tunnel at the E. entrance, according to *Prof. Mohn's* measurements, is about 62 ft., in the middle 203 ft., and at the W. end 246 ft. The sides are flat at most places, nearly perpendicular, and here and there look as if they had been artificially chiselled. 'At the entrances are huge heaps of rocky rubble *(Ur)*, but in the cavern itself there are but few blocks of rock. The view of the sea with its countless islands and rocks, seen from this gigantic telescope, is indescribably beautiful and impressive'. (*Vibe*, 'Küsten u. Meer Norwegens'; Gotha, 1860, with two views of the island. See also *Friis*, 'Kong Oscar II's Reise; Kristiania, 1874.) On the island is *Gaarden Torget* (good quarters), near which are a burial-place and a few reminiscences of antiquity. The tourist-steamers afford their passengers an opportunity of landing to inspect the rock-tunnel, to which the steamboat company has made a path from the landing-place. Passengers by mail-steamer who intend to visit the island must disembark at Sømnæs, by which they lose several days (comp. p. 230).

38 Kil. (24½ Engl. M.) *Sømnæs*, a charmingly situated place, to the S.E. of the Torghatten, with smiling meadows and cornfields. Thence we steer through the *Brønøsund* to —

10 Kil. (6 Engl. M.) **Brønø** (65°28′), which boasts of a pastor, a doctor, and a telegraph-office. The telegraph is of great importance to the natives. On the arrival of a *Sildstim*, or shoal of herrings, they frequently have to telegraph for extra supplies of salt and barrels, which are then sent by steamers chartered for the purpose. On the shore are often seen the isolated cottages of the *Strandsiddere*, who live exclusively by fishing. Inland settlers are called *Opsiddere* or *Nysiddere* by way of contrast. The steamboat 'Torghatten' maintains regular communication between Brønø and the surrounding islands and coast villages (comp. *Communicationer*, No. 287).

A visit may be paid from Brønø to the grand **Velfjord**, on which the steamer 'Torghatten' plies twice weekly (*Communicationer*, No. 287), touching at *Rørø*, *Eidet-Sæterland* (at the entrance to the *Skilleboln*, at the end of which there is a quarry of excellent bluish-white marble), *Nævernæs*, and *Hegge* (good quarters at the landhandler's), near the church of *Nøstvik*. — In the *Tidingdal*, one of the innermost branches of the Velfjord, which is there called the *Store Bjørga*, the valley ascending from the fjord suddenly rises to a height of 438 ft., and over this terrace is precipitated the *Tidingdalsfos* in a single leap. — From the Velfjord to the N. diverge the *Oksfjord* and the *Storfjord*, two long and wild creeks, which may also be explored from Saltbu. — From *Bjørgeøren*, at the end of the Store Bjørga, a fatiguing mountain-route crosses to *Hortskarmo* in the *Svenings-*

dal (see above). — From Hegge the traveller may walk to the S. to *Næverstød* on the *Ursfjord*, row thence to *Somnhoved*, and walk to *Sømnæs*, the steamboat-station to the E. of the Torghatten (p. 234).

Some of the steamboats next call at *Tilrum-Markedplads*, to the N. of Brønø, others at —

20 Kil. (12½ Engl. M.) ***Rørø***, on the large mountainous island of *Vægen*, to the W. Most of the vessels then steer past the Velfjord, in which, to the right, rises the huge *Mosakselen*, while on the N. side are the *Høiholmstinder*. They then pass between the island of *Havnø* and the mainland, on which lies —

30 Kil. (from Brønø) *Forvik* or *Vivelstad*. We now approach the imposing Seven Sisters (see below), which have long been visible in the distance. To the E. towers the conspicuous *Finknæ* (4330 ft.). The steamer crosses the *Vefsenfjord*, passes on the right a hill remarkable for its red colour, and stops at the flat island of —

24 Kil. (15 Engl. M.) *Thjøtø*, formerly the property of *Haarek of Thjøtø*, a well-known character in early Norwegian history.

The steamboats skirt the W. side of the large island of *Alsten*, touch at **Søvik**, and then at (27 Kil..) *Sandnæsøn* (good quarters; telegraph-station), at the N. end of the island, near which are the old church of *Stamnæs* and the district-prison. The view of the Seven Sisters from this point is strikingly grand. At the S. end of Alsten (65 Engl. sq. M. in area; 1500 inhab.) is the church of *Alstahoug* (5 Engl. M. from Søvik, 12 M. from Sandnæsøen), where *Peter Dass*, the famous author of 'Nordlands Trompet' (published for the first time in 1739) was pastor from 1689 to 1708. This work contains a most accurate description of this province of Norway in poetic garb, and will be found an invaluable travelling companion by persons acquainted with the language. (Best edition by *Eriksen;* Christiania, 1874.) On the *Haugnæs*, near the church, is the so-called *Kongsgrav*. — About 4 Engl. M. from Sandnæsøen is *Gaarden Botnet*, the best starting-point for the ascent of the northernmost of the ***Seven Sisters** *(Syv Søstre)*, which rise to a height of upwards of 3000 ft. There are in reality six mountains only, but the summit of one is divided into two ridges. The highest summit is called the *Digertind*. The view from the top is one of the grandest and most peculiar in the Nordland.

From Søvik a steamer of the *Helgelandske Dampskibs-Selskab* (comp. *Communicationer*, No. 289) ascends the **Vefsenfjord** viâ Sandnæsøn twice weekly. The scenery is very imposing, and in the interior of the fjord the mountains are beautifully wooded. The long and narrow S.E. arm of the fjord, into which the steamer steers, is named the *Vefsenbunden*. Here lies the steamboat station of **Mosjøen** (*Fru Schrøder's Hotel;* English vice-consul, *Mr. H. P. Dahl;* telegraph-station), with 1200 inhab. and large steam saw-mills. From Mosjøen a good road leads to the *Tustervand* and to *Storines* on the *Røsvand* (1475 ft.), which ranks next to Lake Mjøsen in point of area. From *Storines* the traveller may ascend the *Brurskanke* and the *Kjeringtind* (5805 ft.), on the W. side of the lake, and then follow the course of the *Røsaa*, the discharge of the Tustervand and Røsvand, towards the N. to *Røsaaeren* on the *Ranenfjord* (p. 236). About halfway thither a digression

may be made to the E., up the course of the *Bjuraa*, for the sake of ascending the imposing *Øxtinder* (ca. 5580 ft.); but these peaks are more easily reached from Røsaaøren and through the *Leerskardal*.

On other days a steamer of the same company (*Communicationer*, No. 289) plies on the Ranenfjord (see below) and also goes to the W. to **Herøen.** The fishery at *Aasvær*, to the W. of *Dynnæsø*, and on the '*Skallen*' ('fishing banks') in December and January is very productive. At that season no fewer than 10,000 fishermen sometimes congregate here, and within a fortnight or three weeks they catch as many as ten million herrings (200-250,000 barrels). The greatest *Fair* in the Nordland takes place on 2nd July annually in the *Bjørn-Marknadsplads* in the island of *Dynnæs*, and is largely attended by the country-people from far and near, and by their servants, who are in the habit of specially stipulating in their contracts for '*Markedsferier*' or 'fair holidays.' The fairs in the Nordland were formerly called *Ledingsberge (Lensberge)*, because the taxes *(Leding)* of the inhabitants were paid at them.

14 Kil. (8½ Engl. M.) *Kobberdal* on the island of *Løkten*, the next station of any importance, commands a view, towards the E., of the *Ranenfjord*, which is entered by some of the steamers (comp. *Communicationer*, Nos. 200, 201).

The **Ranenfjord** (anciently *Radund*) is famous for its timber, and yields the material of which almost all the boats, houses, and coffins between this point and Vadsø are made (boats, see p. 237). The principal stations are *Hemnæs* and *Mo* (both telegraph-stations). The scenery becomes more attractive as we ascend the fjord.

Hemnæs (good quarters at Landhandler Nilsen's), with a new church. Round the church are several small cottages, erected for the accommodation of peasants from a distance, who arrive here on Saturday evening to attend divine service on Sunday. Excursions hence to *Røsaaøren* and to the *Øxtinder* (see above).

Mo (rooms at *Landhandler Meyer's*), 60 Kil. (37½ Engl. M.) from Kobberdal, carries on a considerable trade with *Sorsele* in Sweden viâ *Umbugten* and the *Bonæs Pass*. Railways to Throndhjem to the S., to the Foldenfjord to the N., and even across the Bonæs Pass into Sweden are projected. — The following stalactite caverns ('Drypstenshuller') may be visited from Mo: the *Risagrotte* on the *Langvand*, near *Hammernæs* (7 Engl. M.); the *Laphul*, near *Gaarden Bjørnaa*, and opposite to it another by *Gaarden Grønlien*, both in the valley of the *Rødvas-Elv*. An excursion may also be made to the glacier of SVARTISEN (p. 238) by rowing to the end of the Langvand and following the valley to the N. as far as *Fiskfjernmo*. A glacier-pass crosses hence to the end of the *Melfjord* (p. 239).

Another excursion is to the *Svartisvand*, a lake into which an offshoot of the Svartisen Glacier descends. (Forbes's Norway, p. 228.)

To the N.E. of Mo extends the interesting **Dunderlandsdal** (the Finnish word *Tunduri*, and the Lappish *Duodar* signifying mountain), a broad valley, the central point of which is *Bjældaanæs*. Several of the streams in this valley disappear in caverns formed by the erosion of the marble from the surrounding mica-slate, and suddenly re-appear lower down. This is the case with the *Stilvasaa*, near *Gaarden Storforshei* in the *Skogfrudal* (about 15 Kil. from Mo), where there is a very curious, but now ruined mill. Near it is the *Urtvand*, an interesting forest-girt lake. Farther W. is the *Eiteraa*, which drives mills immediately on its egress from the bowels of the earth. In the vicinity are *Tyvshelleren* ('thieves' grotto') and an interesting *Ravine*, with an icy current of air through it, where the rushing of the subterranean water is distinctly heard. A third stream of the same kind is the *Pruglaa* near *Gaarden Jordbro*. By the *Prugtheibro* are about fifty water-worn *Jættegryder* ('giant cauldrons'), called by the Lapps '*Kadniha Basatam Garre*', or the wash-tubs of the mountain-women.

From **Bjældaanæs** (55 Kil. from Mo; carriage-road without station)

we may visit the *Stormdalsfos* and the Marble Grotto at its foot, near the *Bredikstjeld*. The *Urtfjeld*, reached by crossing the *Stormdalshei*, and the *Bredikstjeld* command uninterrupted views, embracing the Svartisen and the Lofoden Islands. The excursion should be continued to the Svartisen, which descends to the *Kvitvaselvdal*, and to its ice-fall on the slope of the *Magdajoktind*.

From Bjældaanæs it is a day's ride to (45 Kil.) *Storjord* in the **Beierendal**. The route follows the *Bjældaadal*, passes the *Nedre* and *Øvre Bjældaavand*, crosses a pass (2805 ft.), and traverses the *Øvre* and *Nedre Toldaadal*, past *Toldaa* and *Aasbakke*, to *Storjord* (good quarters at the underforester's). From Storjord to *Soløen* (with the church of *Beieren*, p. 247) 14 Kil. more.

From Bjældaanæs to Almindingen in the *Saltdal* is also a long day's journey, during which the traveller meets no one but workmen employed on the telegraph. The route leads either through the Bjældaadal (following the telegraph-wires), or through the *Gubbelaadal*, *Randal*, and *Lønesdal*, which last forms the upper end of the Saltdal. Below the junction of the Saltdal and *Junkersdal* lies *Gaarden Berghulnæs;* thence to *Almindingen* and *Rognan*, see p. 243. — From Berghulnæs the traveller should proceed to the E. to the *Junkersdals-Gaard*, in the **Junkersdal** (14 Kil.; good quarters). The bridle-path thither leads through the *Junkersdalsur*, one of the grandest rocky ravines in Norway, formed by the *Kjernfjeld* to the E. and the *Solvaagfjeld* to the W. (4-5000 ft. high). The route is very dangerous in winter owing to the frequency of avalanches *(Sneskred)*. Farther up, the valley is called *Graddis*, and is traversed by a bridle-path to Sweden, much frequented in winter, and provided with several 'Fjeldstuer'. Many settlements of *Lapps* are to be met with on the heights in the Dunderdal and Saltdal, where acquaintance may easily be made with their *Gammer* ('earth-huts') and their mode of life (comp. p. 254). — From the Junkersdal to the Saltdal, see p. 243.

The next station, about 6 Kil. to the N.E. of the Ranenfjord, is —

17 Kil. (from Kobberdal) *Vigholmen* (good quarters), charmingly situated. The *Ranværingsbaade*, pointed skiffs with lofty bows, recalling the Venetian gondola, are built here. They are called *Fjering*, *Sexring*, or *Ottring*, according as they have four, six, or eight oars (each pair wielded by one rower), these words being contractions of the numbers 4, 6, 8, in composition with *æring*, a termination from *Aar* ('oar'). These boats were formerly amazingly cheap, and even now a substantial 'Sexring' can be bought for 40-50 crowns. The *Fembøring* (or *Fembyrding*), a heavier kind of boat, used in the Lofoden fishery, and accommodating five men, is also built here. As might be expected, the Norwegian boatmen are much more adroit in the management of their craft than most other continental oarsmen.

From Vigholmen the steamboat steers to the N.W. between the islands of *Huglen*, *Hannesø*, and *Tombø*. To the E. are seen the S.W. spurs of the Svartisen, and to the W. the singularly shaped islands of **Lovunden** and the group of **Threnen** *(Threnståvene)*. The former, upwards of 2000 ft. high, is 20 Engl. M., and the latter, a group which is equally lofty, consisting of four rocky islands, 28 Engl. M. distant; but both seem quite near in clear weather. These islands are the haunt of dense flocks of sea-birds *(Lunnen*, *Lundefugle*, *Mormon Arcticus)*, which nestle in the clefts of the rocks and are caught by dogs trained for the purpose.

The precipitousness of Lovunden, the summit of which appears to overhang the water, has given rise to the saying —

'Se! hvordan han luder den gamle Lovund!'

('See how it overhangs, the ancient Lovund'.)

Another saying is —

'Hestemanden tute, Lovunden lute, og Trenen er længere ute.'

('The Hestmand blows his horn, the Lovund overhangs, and the Thren lies farther out.')

See *Peter Dass*, 'Samlede Skrifter'; Kristania, 1874; vol. i., p. 94.

Lovunden and Threnen are inhabited by fishermen only. On one of the latter group of islands there is a church, where the pastor of Lurø occasionally performs divine service. These islands may be visited from the station *Indre Kvarø*, but the passage of the *Threnfjord* is often rough.

The *Arctic Circle* (66° 30′), which we now cross, passes through the islands of Threnen and a little to the S. of the Hestmandø. The steamboat traverses the *Stegfjord*, the passage between the *Lurø* on the left and *Alderen* on the right, and we soon come in sight of the ***Hestmandø** (1750 ft.), which is perhaps the most interesting island in this archipelago. To the right, on a projecting peninsula of the mainland, lies —

31 Kil. (19½ Engl. M.) *Indre Kvarø*, a lonely place, from which visits may be paid to the Melfjord (see below), the Lurø, Lovunden, Threnen, and the Hestmand. The 'horseman's island', seen from the W., resembles a rider with a long cloak falling over his horse (see the legend mentioned at p. 233). The summit is said to be inaccessible, but an attempt to reach it might be made from *Gaard Hestmoen* on the S. side of the island. The view from it must be very grand, as even that from the ridge below the head of the horseman embraces the whole of the archipelago and the imposing Svartisen on the mainland. Those who visit the *Lurø* should ascend the mountain (2110 ft.; *View) at the back of *Gaarden Lurø*, which lies 1½ Engl. M. from the harbour.

Magnificent as the scenery has hitherto been, it is far surpassed by that of the ***Svartisen**, which the steamer now skirts for several miles. This part of the voyage appears to greatest advantage when performed at night, so that passengers have an opportunity of observing the effects of the midnight sun. Svartisen is an enormous mantle of snow and ice, resembling the Jostedalsbræ and the Folgefond, about 35 Engl. M. in length and 10 M. in breadth, and covering a mountain-plateau upwards of 4000 ft. in height, from which protrude a few *Nuter* or *Knolde* ('peaks', 'knolls'). From this plateau descend numerous glaciers to within a few hundred feet of the sea, those extending farthest down being in the *Hotandsfjord* (p. 239). The westernmost spur of this almost unknown region is the promontory of *Kunnen* (p. 239), which extends far into the sea.

10 Kil. (6 Engl. M.) *Selsøvig*, (telegraph-station), to the right of which is the *Rangsundø*, with the *Metfjord* and its grand mountains beyond it.

The **Melfjord**, which may be visited from Selsøvig, branches off into the *Nordfjord* and the inner *Melfjord*. From *Gaarden Melfjord*, at the head of the latter, a route crosses the Svartisen to *Fisktjernmo*, and leads thence to the *Langvand* and to *Mo* on the Ranenfjord (see p. 236).

11 Kil. (7 Engl. M.) *Rødø*, with the '*Norske Løve*'. To the right, farther on, are the *Tjongsfjord* and the *Skarsfjord*, with their ramifications the *Berangsfjord* and *Holandsfjord*, which extend into the heart of Svartisen. Passing the *Omnesø* on the right, the steamer touches at (28 Kil.) *Grønø*, a picturesque and smiling island, one of the nearest points to the Svartisen, of which it commands a striking view, and the best starting-point for a visit to its magnificent scenery. The steamer affords a view of the deep indentation formed by the *Glomfjord* (see below), and then steers through a narrow strait between the *Melø* on the left and the *Skjerpa* on the right to the promontory of *Kunnen*. Far to the N. we obtain our first glimpse of the Lofoden Islands.

From Grønø we may take a boat into the **Holandsfjord** as far as *Reindalsvik* (fair quarters), and thence ascend the **Reindalstind** (2100 ft.), which commands a magnificent view of the Svartisen. — A visit should also be paid to the ($1^1/_2$ Engl. M.) *Fondalbræ*, with its huge ice-caverns. The tourist-steamers enter the Holandsfjord and wait here some time. As, however, the ascent to the glacier is rough and inconvenient, few passengers go the whole way to it.

From *Glommen*, at the head of the **Glomfjord** (also reached by boat from Grønø), which does not penetrate so far into the Svartisen, the dreary *Dokmodal* or *Arstadal* may be ascended and the mountains crossed (without difficulty, though no path) to (30 Kil.) *Beierens Kirke* (*Soløen*, *Arstad*, p. 241), at the head of the Beierenfjord.

The promontory of ***Kunnen** or *Rotknæet* (1995 ft.) forms the boundary between the districts of Helgeland and *Salten*, and at the same time possesses a climatic and geographical importance similar to that of the promontory of Stadt in the Søndmøre (p. 169). From this point there is a 'Havsøie' ('sea glimpse'), or opening in the island-belt, through which a view of the open sea is obtained and its motion sometimes felt. To the N. the *Fuglø* comes in sight, and $5^3/_4$ sea-miles beyond it the island of *Landegode* (p. 243), resembling 'two gigantic buoys which mark the entrance to the Saltenfjord'. The atmosphere here is often remarkably clear. — The opening in the 'Skjærgaard' is soon passed (generally at night), and we next observe on the left the *Fuglø*, the *Fleina*, and the *Arnøer*, and on the right the church of *Gildeskaal* and the large island of *Sandhorn*, the highest mountain in which is called *Sandhornet* (3295 ft.). The *Beierenfjord* (p. 240) may be entered either on the S. or the N. side of this island. This fjord and the promontory of Kunnen form the northernmost limit of the silver fir. — We now enter the *Saltenfjord*, obtaining a view in clear weather of the snow-mountains around the *Sulitelma* (p. 242) to the E., and soon reach the curious rocky harbour of —

70 Kil. (44 Engl. M.) **Bodø** (67° 17′; *Nilsen's Hotel*, R. 1, S. $1^1/_2$ kr.; *Mr. V. B. Jentoft*, English vice-consul; telegraph-station), a busy and increasing place, with 2800 inhab., and the seat of the

Amtmand or provincial governor. The annual mean temperature here is $37^2/_5{}^\circ$ Fahr., that of July $54^1/_2{}^\circ$, and that of January (not colder than Christiania) 32°. The large modern buildings contrast strangely with the old cottages with their roofs of turf *(Nœver)*. The stone church is very ancient, and contains several old pictures and the coats-of-arms of some Danish families. A large wooden church in the Gothic style was completed in 1886. Almost all the steamers coal at Bodø. Passengers who do not intend making any stay here will at least have time to land and ascend (with guide) the ***Løbsaas**, a hill 1 hr. to the N. of the town, which commands a view of the Lofoden Islands to the W., of the Blaamandsfjeld or Olmajalos (p. 242), a snowy range adjoining the Sulitelma (which is not itself visible) to the E., of the Børsvatnstinder to the S.E., and of the Sandhorn, with the Svartisen, to the S. A similar view, though less extensive, is obtained from the fields, 5 min. to the S. of the town; and the view from the *Voldfjeld* (ca. 1310 ft.), 2 hrs. to the N. of Bodø, is also said to be fine. Geologists will be interested in the erratic blocks of syenite in the midst of a rock-formation of slate. — A pleasant excursion may be made hence to the (6 Kil.) *Vaagevand*, on the bank of which is a club-hut.

A road leads to the S.E to ($^1/_2$ hr.) the *Church of Bodø* and the *Præstegaard*, at which Louis Philippe, when travelling as a refugee under the name of Müller (accompanied by Montjoye, who called himself Froberg), was entertained on his voyage to the North Cape in 1796. A room in the house is still named after him. Beyond the church the road traverses a pleasant tract, with rich vegetation, on the bank of the Saltenfjord (see p. 241).

Bodø is a good starting-point for three interesting Excursions, described below. Comp. the *Maps*, pp. 230, 242.

1. From Bodø to the Beierenfjord.

This fjord, a profound mountain-chasm, not unlike the Geiranger Fjord, is most conveniently visited by the steamer '*Salten*' (see *Communicationer*, No. 291), which usually leaves Bodø on Tuesday and Friday evenings, touches at *Skaatland*, *Rosnæs*, *Sandnæs*, *Kjelling*, and *Tvervik*, and returns the same day (6 hrs. there and back). Travellers intending to visit the inner Fjord must leave the steamer at Tvervik, and after having performed the round described below, await there the next steamer on its return voyage.

Crossing the Saltenfjord, we skirt the island of *Sandhorn*. Stations *Skaatland*, on the left, and *Sandnæs*, in the island of Sandhorn. We now enter the ***Beierenfjord**, a narrow inlet flanked by most imposing mountains. The narrowest point is at *Gaarden Eggesvik*. The last station is *Tvervik*, whence the steamer returns to Bodø. From Tvervik we row to (3 Kil.) *Soløen* (good quarters at Landhandler Jentoft's), whence we may ascend the *Høitind* (4120 ft.; with guide), which commands a magnificent view of the mountain-solitudes extending into Sweden, of the Svartisen to the S., and of the sea with its numerous islands to the W., including

even the mountains in the Lofoden islands, 17-20 sea-miles distant; or we may row to *Arstad*, where there is a skyds-station and a fine waterfall. The road leads thence through a picturesque valley, past *Beierens Kirke* (with *Gaarden Moldjord* adjacent), to *Storjord*, *Aasbakke*, and (about 20 Kil.) *Toldaa* (p. 237).

2. From Bodø to the Saltenfjord and Skjerstadfjord.

The steamboat '*Salten*' usually leaves Bodø on Wednesdays and Saturdays for *Rognan* at the S. end of the *Skjerstadfjord*, where the *Saltdal* begins, and returns thence to Bodø at night. Stations: *Valosen*, *Hopen*, *Strøm*, *Stemland*, *Skjerstad*, *Sand*, *Venset*, *Udvig*, *Fuske*, *Leifset*, and *Rognan*. Some of these are left untouched on each voyage.

An equally good plan of visiting the Saltstrøm is to drive from Bodø (telegraph beforehand if possible for carriole) to (17 Kil., 1½ hr.) *Kvalvaag;* thence by sailing-boat in 1-1½ hr. to *Strøm* (see below). In this case the excursion takes 6-8 hrs.

The **Skjerstad Fjord** is the western prolongation of the *Saltenfjord*, from which it is separated by the *Strømø* and the *Godø*, to the N. of the Strømø. Between these islands and the mainland are three very narrow straits, the *Sundstrøm* (200 ft. wide), the *Storstrøm* (500 ft.), and the *Godøstrøm*, through which an enormous mass of water has to pass four times daily, forming a tremendous, roaring cataract, commonly known as the **Saltstrøm,** as each tide pours in or out of the fjord. The usual rise of the tide here is 5-6 ft. only, but when it increases to 8-9 ft., as in the case of spring-tides, the scene is a most imposing one. The steamboat can pass through these straits during an hour or so at high or at low tide only, and times its departure from Bodø accordingly (from 4 to 10 a.m.). The Saltstrøm is described by *Schytte* in 'Bodøs Beskrivelse', by *Sommerfelt* in 'Saltdalens Beskrivelse', by *Vibe* in his work on the sea and coast of Norway, and by other writers.

To view the Saltstrøm, which far surpasses the famous Malstrøm (p. 248) on the coast of the Lofoden Islands, we must disembark at *Strøm*, and wait for several hours (quarters at Thomson's). The best point of view, to find which a guide is necessary, is about ¾ M. from Strøm. The scene is most effective when the water is pouring into the fjord, when thousands of waterfowl hover about, fishing in the troubled waters. A granite column at *Baksundholm* commemorates the visit of Oscar II. in 1873. *(Friis' Reise).* The ascent of the *Børsvatnstinder* to the S. of Strøm is recommended.

Skjerstad, on the S. bank of the fjord named after it, lies at the entrance to the *Misværfjord*, a bay of the fjord. Opposite, to the W., is the old gaard of *Lønæs*, with an ancient burial-place. The steamer then recrosses the fjord to —

Venset (good quarters at Koch's). About 5-6 Kil. farther is *Øinesgavten*, a promontory of conglomerate, a formation which also occurs in the *Kjætnæs*, 14 Kil. to the S.

Fuske (slow skyds-station), on the N. bank of the fjord, whence a road leads by the *Fuskeeid* to *Dybvik* on the *Fotdenfjord* (p. 244).

Fuske is also the starting-point for an EXCURSION TO THE SULITELMA, which, in spite of inevitable privations (bad sleeping quarters), is well worth undertaking; provisions must be brought from Bodø or Fuske. Leaving Fuske by boat-skyds (to be obtained at Andresen's) we cross the *Finneid*, where there is a fine waterfall, past which runs a wooden slide (Lapp *muorka*) for the purpose of drawing boats up to the lake across the isthmus at low tide. At flood tide we row through the Finneidstrøm. We then row on the *Nedre Vand* to *Moen*, at its upper end, and over the *Øvre Vand*. The route traverses the district called *Vattenbygden*. At the head of the Øvre Vand is (9-10 hrs. from Fuske) *Skjønstu*, the last skyds-station, where the night is spent. Next day we walk to (1½ hr.; guide) *Skjønstudal*, where we hire a boat to Fagerlid. The starting-place is about ½ hr. from Skjønstudal. Our picturesque course leads first up the swift stream issuing between steep banks from the Langvand and interrupted here and there by rapids, where we disembark for a short passage by land. We then ascend the *Langvand* itself, on the banks of which are numerous waterfalls and gaards. In 3 hrs. (5 hrs. from Skjønstu) we reach the upper end of the lake, with the gaards *Fagermo* and *Fagerlid* (quarters at Opsidder Søren Larsen's, whose son, Petter Sørensen, is an excellent guide).

The ascent of the ***Sulitelma** (from two Lapp words '*Sullui Cielbma*' signifying the 'festival mountain') from this point requires 11-12 hrs. (there and back) and is neither extraordinarily fatiguing nor dangerous. The highest peak of the Sulitelma Mts., which stretch from N.W. to S.E., has not yet been scaled; our goal is the *Stortoppen* (6175 ft.), the summit to the N.W. In 1½-2 hrs. we reach the plateau of **Hankabakken* (2105 ft.), with a fine view of the Langvand, the Svartisen, and the Sulitelma group; 2 hrs. more bring us to the foot of the Stortoppen (ca. 3280 ft.); and after another 1½-2 hrs.' steep climb over loose stones we reach the *Vardetoppen*, or W. horn of the Stortoppen (about 385 ft. below the top of the latter), and enjoy a magnificent prospect over a wild desolate mountain-region, with innumerable glaciers (here known as *Jækna*) and lakes. The mountain is covered with enormous masses of snow, which have forced the glacier to descend 700 ft. below the snow-line. Between the two summits the *Salajækna* descends towards the S. to the *Lommijaur* (2260 ft.). This lake is separated by a narrow *Eid*, the watershed (*Vandskillet*) between the Atlantic and the Baltic, from the Swedish *Pjeskajaur*. — Adjoining the Sulitelma group on the N. is the *Olmajalos* (5350 ft.) with its two glaciers, the Olmajalos and the *Lina-Jækna*. About 30 Engl. M. to the N.E. rises the *Sarektjokko* (6990 ft.), the highest summit in Sweden. The range is formed of mica-slate.

Those who do not ascend the Sulitelma itself should at least go to the Hankabakken or to the **Rapisvari* (3170 ft.), 2 hrs. to the E. of Fagerlid (guide desirable), which affords a splendid view of the Sulitelma group and the Salajækna. Other attractive points are the *Lommijaur* (½ hr.) and the ice-wall of the *Salajækna* ('split ice'), past which leads the route to Qvickjock in Sweden (p. 376). The Salajækna may be reached direct from the Hankabakken, with a guide.

The return from Skjønstudal to (4-5 hrs.) *Saxenvik* on the Saltenfjord, should be attempted only with an experienced guide. Fine retrospect of the Sulitelma. From Saxenvik we cross by boat to Rognan (see below).

Rognan (quarters at Jens Nilssøn's and at the Lensmand's), the last steamboat-station, where the steamer stops for 1 hr. or more, lies at the end of the Saltenfjord, on the left bank of the *Saltdals-Elv*, while *Saltdals Kirke* stands on the right bank.

From Rognan, which is a skyds-station, we may drive up the Saltdal to (8 Kil.) *Sundby* (quarters at Larsen's, the forester).

About 18 Kil. from Rognan is *Almindingen*, a little below which, on the opposite bank of the river, lies *Evensgaard* (good quarters). From the latter a route ascends the *Evenæsdal* for a

III
IV
Lansö
Ulvö
Andö
Andsfjord
Hinnö
Grytö
Senjahest
Solbergö
Vestfjord
Tjällö
Ofoten Fjord
Vaagsfjord
Roldö
Andejö
Astafjord
Salangenfjord
Tyrilfjord
Ulvö
Ingö
Trondfjord Sund
Rolfsö
Rolfsöfjord
Rolfsösund
Kanö
Torhals
Björnö
Maas
Stensnäring
Fuglen
Sandfjord
Hammerfest
Tyven
Kvalö
SÖRÖ
Örnen
Strand
Sörösund
Brandsvik
Hasvik
Aralsund
Oldfjord
Seiland
Ledka
Loppen
Silden
Lörsnäs
Eliasen
Stjernö
Stjern Sund
Oksfjord
Jökel Fj.
Kaasven
Jemmehatt-oaive
Balkas-oaive
Stubarnäs
Laxbreen
Örten for 20° Paris
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Östen for Paris
Kvalö
Tromsö
Ringvadsö
Reinö
Vannö
Fuglö
Fuglö Sund
Arnö
Lögö
Kaag Sund
Grötsund
Ulfs Fjord
Balsfjord
Malangen Fjord
Lyngen Fjd.
Ulö
Rot Sund
Reisen Fjord
Kvænangs Fjd.
Alvas-Njarga
Loppen
Sörö
Silden
Stjernö
Stjern Sund
Alten Fjd.
Nordcap
Magerö
Honningsvaag
Kjelvik
Gjesvär
Sværholt
Porsangernäs
Kjöllefjord
Čorgaš-Njarga
Hops Fjord
Lang Fjord
Tana Fjord
Berlevaag
Rago-Njarga
Spirte-Njarga
Porsanger Fjord
Laxe Fjord
Lebesby
Varjag-Njarga
Vardö
Vadsö
Varanger Fjd.
Nyborg
Nässeby
Tana Elv
Maske Jokka
Kistrand
Kjärringvik
Börs Elv
Raggas Varre
Borgu Varre
Askus Varre
Ulfar Varre
Gorkum Varre
Komagnäs
Skalnäs
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Wagner & Debes, Leipzig

short distance, and leads to the S. across the *Solvaagfjeld*, on the N.E. side of the *Solvaagtind*, to the *Junkerdals-Gaard* (p. 237), a short day's walk, with which the ascent of the Solvaagtind can easily be combined. — From Almindingen the road next leads to (13 Kil.) *Lerjordfald*. About 3 Kil. above Lerjordfald we cross the river ('Sundmand' brought from Lerjordfald) near *Langsandmo* or *Troldhølen* and reach *Gaarden Berghulnæs*, where a horse and guide to Beieren and Ranen may be procured. The route now leads through beautiful pine-wood to (11 Kil.) *Storjord* (quarters at the house of the 'Forstassistent'), in the *Beierendal* (p. 237). Excursion to the Junkersdal, and route to the Dunderlandsdal, see p. 237.

The PASSES TO SWEDEN are very rough and fatiguing in summer. (In winter they are traversed more easily, being then practicable for *Kjærris*, or reindeer-sledges, p. 271.) Between the gaard of the last '*Opsidder*' on the Norwegian side to that of the first '*Nybyggare*' on the Swedish, the traveller must frequently ride 12 or even 20 hours. It is usual to break this part of the journey by spending a night in one of the Lappish 'Laotah', or tents. At places, too, there are 'Fjeldstuer', erected by government for the accommodation of travellers, where shelter at least may be procured. A guide and a supply of provisions are indispensable.

1. From the *Junkersdal*, the upper part of which is called *Graddis*, a path leads to the S.E., passing the *Godjavre*, or through the *Merkdal* to the *Sadva Lake*, *Horn-Avan*, and *Skellefteå* on the Gulf of Bothnia. On each side of the pass there is a Fjeldstue.

2. From the *Junkersdal* another path leads to the N.E., passing (11 Kil.) *Skaidi*, to the (17 Kil.) *Balvand*, and thence to the S.E. to the Horn-Avan, where it joins the above route. The Balvand may also be reached from the *Langvand*, at the W. end of the Sulitelma group, so that a circuit from the Junkersdal to the Balvand and Langvand, or the reverse, may be made by those who do not intend crossing into Sweden.

3. From Fagermo on the *Langvand* (p. 242) a route leads past the N. side of the Sulitelma group to Qvickjock on the *Lule-Elf* in Sweden (120 Kil.; 5 days). The path leads past the *Rovijaur* and *Farrejaur* to the *Virijaur* (once the headquarters of Wahlenberg, the naturalist), where Lapps with their tents are generally met with. Thence to *Njungis*, the first permanently inhabited place in Sweden, and to *Qvickjock* (p. 376).

The first of these routes is the easiest, the third by far the grandest.

3. FROM BODØ TO THE ISLAND OF LANDEGODE.

This excursion, including the Kvittind, takes 8-9 hrs. We row across in 2-3 hrs. (3-4 rowers) and land near the gaards of *Kvig* and *Sandvig*, whence we ascend the ***Kvittind** (2320 ft.) in $1^1/_2$-2 hrs. (guide, Henrik of Sanden). The view from the Varde is, perhaps, the grandest in the Nordland. To the N. lies the whole chain of the Lofoden Isles, to the E. the Sulitelma; on the S. the view extends to the Hestmand and Threnen.

II. From Bodø to Tromsø.

315 Kil. (196 Engl. M.). STEAMBOAT in $1^1/_2$ day. There are about 30 mail-steamer stations, which are not, however, all touched at on the same voyage. The TOURIST STEAMERS (see p. 225), steering directly from Bodø to the Lofoden Islands, pass *Henningsvær* (p. 246) and enter the *Gimsø-sund*. Then, skirting the N.W. side of the *Østvaagø*, they return through the *Raftsund* (p. 248) towards *Lødingen* and *Harstadhavn* (p. 250).

The distances are calculated from station to station.

Bodø, see p. 239. — The mail steamer steers round the *Hjertø*, running chiefly within the Skjærgaard. On the left rises the mountainous island of *Landegode* (p. 243).

32 Kil. (20 Engl. M.) *Kjærringø*, the first station, lies to the S. of the *Foldenfjord*, the surroundings of which are very grand. The lower part of the mountains has frequently been worn quite smooth by glacier-action, while their summits are pointed and serrated like the Aiguilles of Mont Blanc. One mountain in particular, of which Prof. Forbes gives a sketch ('Norway', p. 58), presents the appearance of an extinct crater. At the head of the Foldenfjord rise other huge mountains, the peak of one of which resembles the Matterhorn.

The **Foldenfjord** divides into the *Nordfolden* and the *Sørfolden*, to both of which a local steamer ('Salten') plies from Bodø on Tuesdays and Thursdays, in 10-12 hrs. (comp. *Communicationer*, No. 291). The stations are *Myklebostad* (10 Kil. to the N. of Bodø), *Kjærringø*, *Leines* (on the *Leinesfjord*, to the N. of Nordfolden), *Nordfolden*, *Røsvik* (accommodation at the Landhandler's), and *Dybvik* (at the end of Sørfolden, on Thursdays only). From Dybvik across the *Fuskeeid* to *Fuske* on the *Saltenfjord*, see p. 242. The scenery is exceedingly wild, and there are very few signs of cultivation. — From Sørfolden the *Leerfjord* diverges to the N.E.; from Nordfolden branch off the *Vinkefjord*, with its prolongation the *Stavfjord*, and the *Mørkesvikfjord*. These fjords are almost entirely uninhabited.

Shortly before reaching (36 Kil.) *Grøtø* (telegraph-station), the steamboat passes through the **Gissund**, an extremely narrow strait, the bottom of which is often distinctly visible through the clear green water immediately under the steamer, and where the navigation requires great caution. It then passes between the *Engelvær* on the W. and the *Skotsfjord*, with the *Skotstinder*, on the E., steers eastwards into the *Ftagsund*, bounded by the mainland on the S. and the *Engetø (Stegen)* on the N., and stops at —

20 Kil. (12½ Engl. M.) *Bogø*. Steering in a sharp curve round *Stegen*, we observe on the right the beautiful, but sequestered *Sagfjord*, which extends inland to *Tømmernæs*, about 4 sea-miles distant. Farther on, leaving the *Lundø* to the right, the vessel again steers out into the *Vestfjord*, which separates the chain of the Lofoden and Vesteraalen from the mainland. In clear weather a magnificent *View is here disclosed of *Lofotvæggen* (see below), one of the most superb sights on the whole voyage. We now traverse the open fjord, unprotected by islands, which slowly contracts. To the right rises the peak of the *Hammerøtind*.

The **Lófoden** and **Vesteraalen** groups are separated from each other by the *Raftsund* (p. 248), all the islands on the W. of this boundary belonging to the Lofoden, and those on the E. and N. to Vesteraalen. The Lofoden Islands describe a long curve towards the W. and S., somewhat resembling a horn, which tapers towards the S. from the Hindø; and they have not inaptly been likened to the skeleton of some vertebrate animal, the smaller vertebræ of the tail being at the S. end. Most of these islands lie so close together that no opening in their long mountain chain

is visible from a distance, but the intervals between those at the S. end of the group are wider. This chain forms a perfect maze of mountains, bays, and straits, interspersed with thousands of small rocky islets (*Holme*, *Skjær*, or *Flese*, from the Icel. *flesjar*, as they are often here called), and numerous excellent fishing-banks *(Skaller*, *Klaker)*, and enlivened at places with fishing-stations and small harbours *(Vær)*. Most of the mountains are picturesque and pointed in shape, and many of them rise immediately from the sea, while the whole range, sometimes called '*Lofotvæggen*' ('Lofoden wall'), with its countless pinnacles, which have been compared to sharks' teeth, presents a singularly impressive scene. A peculiarity of these mountains is the crater-like formation of many of their peaks, recalling those of the Tatra Mts. in Austria. So far as they are not covered with snow, they are for the most part clothed with a kind of green moss, which possesses a curious luminosity, particularly in damp weather; but there is also no lack of entirely barren rocks. Good harbours *(Vaage*, Icel. *Vagar)* abound, where the largest vessels, dwarfed to the dimensions of nut-shells, lie in close proximity to enormous walls of rock, several thousand feet in height. The larger islands contain rivers and lakes of no inconsiderable size. The growth of trees in this high latitude is but scanty, but there is abundance of fresh green vegetation owing to the humidity of the climate in summer and its mildness in winter. The sea never freezes here. — The scenery of the Lofoden Islands, as well as that of the mainland opposite, is viewed to the best advantage on a bright summer day, in steering across the Vestfjord. By midnight light they present a strange and weird, but less imposing appearance, while the moon is entirely shorn of its silvery lustre by the proximity of the orb of day. Still more picturesque is the scene when witnessed during a gale or a passing thunder-storm, the solemnity of which greatly enhances the wildness of the picture. Having seen the Lofoden Islands in all these aspects, the writer ventures to affirm that they surpass the finest scenery of Southern Europe in sublimity.

The famous *Lofoden Fishery (Gaatfiske)* is prosecuted on the E. coast of the islands from the middle of January to the middle of April. Millions of cod (*Skrei-Torsk*, Gadus morrhua), which come here to spawn, are caught here annually, with nets *(Garn)*, long lines *(Liner)* provided with numerous baited hooks, or hand-lines *(Djupsogn*, or *Dybsagn)*. The fish are then carefully cleaned, and either dried *(Tørfisk)* on the islands on wooden frames *(Hjelder)*, or slightly salted and carried to drier regions on the mainland, where they are spread out on the rocks to dry (*Klipfisk*, from *kleppen*, to split open). When the fish is cut open and the backbone removed, it is called *Rotskjær;* when simply cleaned in the ordinary way, it is called *Rundfisk* or *Stokfisk*. The Tørfisk is chiefly exported to Italy, and the Klipfisk to Spain, where it is known as

bacallao seco (comp. p. 173). Fish simply salted without other preparation are called *Laberdan.* The heads were formerly thrown away, but are now dried by fire and pulverised, and thus converted into 'fish-guano'. On some of the outlying islands the cod-heads are boiled with sea-weed *(Tarre)* and used as fodder *(Løpning)* for the cattle. During the three fishing months no fewer than 30,000 fishermen are employed on the Lofoden coasts. The boats, to the number of 8000 or more, flock to the three principal fishing-banks, within a mile of the islands, where the water varies in depth from 30 to 120 fathoms. The shoals *(Torskbjerg)* of cod, probably on their way from the great banks farther N., extending along the coast and thence to Spitzbergen, are here so dense that hand-line fishers, with artificial minnow *(Pilk)* and sinker *(Jernsten, Søkkjet, Sykket)*, hook their prey as fast as they can lower their lines. Each boat's crew is called a *Lag*, over which the *Høvedsmand* or captain presides. The annual yield averages 20 million fish, many of which are of great size, and the number has even reached 37 millions (1886). An average catch *(Fisket)* of 5-6000 cod per boat is considered a fairly good haul. The chief stations are *Henningsvær* (p. 247), where a naval officer is posted to preserve order, *Vaagen*, and *Svolvær* (the island of *Skroven*). The motley multitude, assembled from the N. and W. parts of Norway, presents a most interesting and novel sight. Most of the fishermen sleep in temporary huts *(Rorboder)* erected for their accommodation. In the middle is the fire-place *(Komfur)*, where they cook their *Supamølja* (a kind of soup) and *Okjysta.* The whole proceedings are usually very orderly and peaceable, especially as no opportunity is afforded for the purchase of spirits. Many of the fishermen realise very handsome profits, and as they are paid in cash, the coffers of the Norwegian banks are often well-nigh drained for the purpose. A clergyman *(Stiftskapellan)* is stationed here during the period of the fishery for the purpose of performing additional services in different parts of the islands. — At the close of the winter fishery *(Gaatfisket)* most of the fishermen proceed towards the N. to Finmarken to prosecute the *Vaarfiske* ('summer fishery') or *Loddefiske.*

The winter fishery is unfortunately often attended with great loss of life. Thus when a westerly gale unexpectedly springs up, rendering it impossible to return to the islands, the open boats are driven across the broad and stormy expanse of the Vestfjord for a distance of 10-12 sea-miles, often capsizing before they reach the mainland. On these occasions the 'Tolleknive' of the ill-fated crew are sometimes found sticking on the outside of their craft, where they have been used by their owners for the purpose of enabling them to hold on. Some of the boats are, indeed, provided with handles *(Stropper)* for this purpose. On 11th Feb., 1848, 500 fishermen perished in a catastrophe of this kind.

The total length of the Lofoden and Vesteraalen Islands is

about 130 Engl. M., their area 1560 sq. M., and their permanent population about 20,000 souls.

The chief steamboat-station in the Lofodens is —

54 Kil. (34 Engl. M.) **Svolvær** (good quarters atthe telegraphist *Valeur's*, who speaks English, and at the Landhandler's), on an islet off the S.E. coast of *Østvaagø*, the largest island in the group. The guano factory, in which cods' heads are pulverised, is worth a visit. Hard by is the lofty *Svolværjuret* (ascent 4-5 hrs.); and opposite lies the island of *Skroven*, with a light-house.

The following are the permanent TELEGRAPH STATIONS on the Lofoden and neighbouring islands. *Sørvaagen*, *Balstad*, *Stamsund*, *Henningsvær*, *Kabelvaag*, *Svolvær*, *Brettesnæs*, *Kjeø*, *Trano*, *Korsnæs*, *Lødingen*, *Sandtorv*, *Harstadhavn*, *Sommerø*, *Sortland*, *Stokmarknæs*, and *Bø*. The following are open for part of the year only: *Sund*, *Ure*, *Hopen*, *Skraaven*, *Borgevær*, *Digermulen*, *Langnæs*, and *Eidsfjorden*.

Svolvær is the starting-point of the Bergen and Nordenfjeld local steamers which connect the principal places in the Lofoden and Vesteraalen groups with the line of large steamers plying between Throndhjem, the North Cape, and Vadsø. Passengers by the mail-steamers who wish to visit the Lofodens, disembark at Svolvær and continue their voyage with the next steamer thence.

Three lines of local steamers ply from Svolvær, all running in connection with the large mail and tourist steamers (comp. *Communicationer*, Nos. 294, 202). A. The LOFODEN LINE on Tues. at noon from Svolvær to *Kabelvaag*, *Henningsvær*, *Lyngvær*, *Gimsø*, *Stamsund*, *Balstad*, *Nufsfjord*, *Sund*, *Reine*, *Moskenæs*, *Værø*, and *Røst* (called at every second voyage); returning on Wed. by the same route, reaching Svolvær in the evening. — B. The FIRST VESTERAALEN LINE on Frid. at midday from Svolvær for *Brettesnæs*, *Digermuten*, *Løksund*, *Hanø*, *Melbo*, *Stene*, *Stokmarknæs*, (*Bitterstad*), *Kvitnæs*, *Sortland*, *Skjotdehavn*, (*Risøhavn*), *Alsvaag* (Sun.), *Langenæs*, (*Nyksund*), *Sommerø*, *Bredstrand*, *Hovden*, *Skarvaag*, *Stene*, *Melbo*, *Stokmarknæs*, *Sortland*, *Kvitnæs*, *Løksund*, *Digermuten*, and *Brettesnæs*, reaching Svolvær on Sat. evening. — C. The SECOND VESTERAALEN LINE at midday on Sun. from Svolvær, following almost the same route as Line B but in the reverse direction, and reaching *Svotvær* again on Mon. evening.

On returning to Svolvær, we may resume our journey by the steamers plying to the N. and S. on Frid. forenoon and on Sun. and Tues. mornings. The first Vesteraalen line has also a connection at Risøhavn with the Tromsø steamers (p. 249).

The LOFODEN STEAMER touches first at *Kabelvaag*, that and the following stations being, like Svolvær, on the *Østvaagø*. Kabelvaag may also be reached in $1^1/_4$ hr. by a good road, beginning at a few fishers' huts opposite Svolvær (row across; 20 min.), and leading through picturesque scenery. In the reverse direction this walk forms a pleasant break in the steamboat journey (consult the captain beforehand). Near *Ørsvaag* are the church and parsonage of *Kirkevaag*, founded at the beginning of the 12th cent., where *Hans Egede*, the Greenland missionary, was pastor in 1707-18. — The Skjær or rocky islands to the left are the *Flesene*, *Grundskallen*, and *Vestvær*, all good fishing-stations. — Above *Henningsvær* (see above), with a guano factory, towers the *Vaagekalle* (3075 ft.). At *Lyngvær* there is another guano factory.

The steamer now steers through the *Gimsøsund* to *Gimsø*, and returns to *Stamsund* on the *Vestvaagø*, with the *Himmeltinder* and the imposing promontory of *Urebjerg*. Near *Balstad*, on the small island of that name on the *Napstrøm*, rise the *Skotstinder*. — Thence we sail to *Sund*, on the rapid *Sundstrøm*, which separates *Flakstadø* from *Moskenæsø*. On the S. coast of the former, near Sund, there is a bay called *Kvalvig* ('whale creek'), where numerous whales are caught annually. Entering the bay at flood tide, the whales find themselves unable to turn in the narrow space, and so are compelled to swim on, until they are left stranded by the ebb-tide. Travellers by this route are almost sure to have an opportunity of seeing whales at some point. — From Sund we sail by *Reine* to —

Moskenæs, the principal village, with the church, of the large *Moskenæsø*. To the S. of it is the famous **Malstrøm**, a cataract formed like the Saltstrøm (see p. 241) by the pouring of the tide through a narrow strait, but inferior to it in grandeur. It assumes a most formidable appearance, however, when on the occasion of a spring-tide the wind happens to be contrary and disturbs the regular flow of the water. The worst part of the Malstrøm ('grinding stream') is at a deep sunken ridge between the *Lofotodden* (the S. promontory of the Moskenæsø) and the *Høgholmer* ('hawk islands'), called the *Horgan*, where the sea seethes and foams angrily at almost all states of the tide.

The little island of *Mosken* to the S. of the Malstrøm gives it the alternative name of *Moskenstrøm*. The most southerly islands of any size in the Lofoden chain are *Værø*, with a parsonage and a church, transferred hither from Vaage in 1799, containing an altar-shrine with reliefs in alabaster, and the flat and populous island of *Røst*, 4 M. to the S.W., in a very lonely and open situation. Røst possesses a small church, but the 'Præst' lives in the Værø. The climate of all these islands is so mild that the sheep pass the winter in the open air, whence they are known as *Udgangsfaare*.

The Vesteraalen Steamer (Line B) steers to the E. from Svolvær, passing *Brettesnæs* and *Digermulen*, into the ***Raftsund**, the last of the Lofoden *Strøme*, separating the **Østvaagø** from the **Hindø**, an island 860 Engl. sq. M. in area. At the S.W. extremity of Hindø lies *Digermulen* (steamb. stat.), at the entrance to the Raftsund, into which the vessel now steers. The scenery here is very fine, especially at the point where the *Troldfjord* diverges to the left.

At the N. end of the Raftsund lies *Hanø* (good accommodation), on the small island of that name. — The steamer then crosses the *Hadselfjord* (passing the *Møsadelen*, which rises in the Hindø to a height of 3600 ft.) to *Melbo* in the pleasant *Ullvø*, from which a view of the open Arctic Ocean is obtained. Skirting this island, we next touch at —

Stene i Bø on the **Langø**, an island with numerous peninsulas, fjords, and narrow isthmuses, forming nearly the whole W. side of the Vesteraalen group, and containing together with the *Skogsø* five different parishes *(Fjerdinger)*. We next call at —

Stokmarknæs, steer through the narrow *Børøsund* to *Kvitnæs*, in the Hindø, and thence to the N., between the Langø and the Hindø. During the whole passage the Møsadelen remains in view. Its glacier is said to be the saddle of a maiden giantess fleeing from her pursuers, all of whom, like herself, have been transformed into stone. The scenery here is both grand and pleasing. At —

Sortland (quarters at Ellingson's) on the *Sortlandsund* we may disembark and await the return of the steamer on the following day, occupying the interval with a visit by rowing-boat (sexring) across the sound to the 'Eiderholme', or breeding-place of the eider-ducks, the down from which is so important a source of wealth to northern countries. The next station is —

Skjoldehavn in the island of **Andø** (p. xxxii). The island of Andø, about 270 Engl. sq. M. in area, is less picturesque than the others of the Vesteraalen group, a great part of it being occupied with flat marshes, where the 'Multebær' grow abundantly. The highest mountain in the island, to the W. of Ramsaa, about 1850 ft. in height, commands a magnificent view, but the ascent is marshy and rough. The most northerly station is *Risøhavn*.

A local steamer from Tromsø or Harstadhavn (p. 250) plies to the Andø, calling at *Dverberg* and *Risøhavn*, whence a visit may be paid to the coal-fields of *Ramsaa*.

Opposite Skoldehavn lies *Alfsvaag* in the *Langø*, situated on the *Gavlfjord*, which separates the Langø from the Andø. The steamer proceeds as far as *Langenæs*, the N. extremity of the Langø, returns thence, and steers round the S. end of the Andø to *Nyksund*, *Sommerø*, *Bredstrand*, and *Sunderø* on the W. coast.

The large mail-steamers steer E. from Svolvaer to —

45 Kil. (28 Engl. M.) *Tranø i Hammer* (telegraph-station), on an irregular peninsula on the mainland.

21 Kil. (13 Engl. M.) *Korsnæs* (telegraph-station), at the entrance of the *Tysfjord*, on which a steamer plies to *Kjøbsvig* ('Communicationer', No. 292). The Tysfjord has various ramifications, including the *Hellemofjord* and the *Botnfjord* (extending to within 7 Engl. M. of the Swedish frontier), the *Grundfjord*, the *Munfjord*, and the picturesque *Stedfjord*, above which rises the *Stedtind*.

From *Musken*, near the head of the Hellemofjord, a route leads by *Kraakmo*, situated between the 4th and 5th of the seven lakes bearing the name of *Sagvand*, to *Tømmernæs* on the *Sagfjord*, and another to *Hopen* on the *Nordfolden* (p. 244). — From Kraakmo (where excellent quarters are obtainable) we may ascend the huge *Kraakmotind*, and make an excursion by the 5th, 6th, and 7th Sagvand (the boat being dragged across the intervening necks of land) to the magnificent primæval forest adjoining the 7th lake. Travellers from Kraakmo to Tømmernæs on the Sagfjord (10 Engl. M.) cross the four lower Sagvand lakes by boat. A waterfall 50 ft. high is

passed a little before the fjord is reached. — Another route leads from Drag on the Tysfjord across the picturesque *Dragseid* to the Sagfjord. The steamboat-stations nearest the Sagfjord are *Bogø* and *Tranø* (see pp. 244 and 249).

18 Kil. (11 Engl. M.) **Lødingen,** with the chief telegraph-station and a church and parsonage, picturesquely situated on a peninsula of the *Hindø*, which is here separated from *Tjællø* and the mainland by the *Tjællsund*.

To the N.E. of Lødingen extends the **Ofotenfjord,** one of the largest fjords in Norway, on which the steamer 'Namsos' from Bodø plies twice weekly (comp. *Communicationer*, No. 292). The S. shore, on which lies *Balangen*, is fertile but comparatively tame. The steamboat touches at *Lidland* (good quarters at Klæbø's), on the N. side of the fjord, at the entrance to the bay called *Bogen*, and then holds to the S.E. to *Victoriahavn*, the terminus of the new railway (now in progress) to (489 Kil. or 304 Engl. M.) Luleå in Sweden (p. 375), and to *Fagernæs* on the *Beisfjord* (quarters at Mosling's). The grandest scenery on this fjord is to be found in its W. ramifications, particularly the *Rombak* and the *Beisfjord*, between which rise the easily ascended *Tøtta* (5150 ft.) and *Vomtind*. The Landhandler Mosling at Fagernæs will provide the traveller with a guide (probably *Jo Larsen*, a Lapp).

To the S. from the Ofotenfjord diverges the imposing **Skjomenfjord,** at the end of which lies *Elvegaard* (good quarters). A route to Sweden leads hence through the *Sørdal*, passing the old copper-mines of *Skjangli* (38 Kil.). By far the finest scenery here, however, is on the W. arm of the Skjomenfjord, at the end of which is *Skjomboln*, above which towers the *Frostisen* (to the W.), with its enormous glaciers.

As the next stage is uninteresting the opportunity of sleeping should be taken. The steamer steers along the E. side of the Hindø through the *Tjællsund*, which afterwards expands into the *Vaagsfjord*.

30 Kil. (18½ Engl. M.) *Sandtorv* (telegraph-station), on the Hindø.

13 Kil. (8 Engl. M.) *Grœsholmen*, on the Hindø.

15 Kil. (9½ Engl. M.) **Harstadhavn** (telegraph-station), the first station in *Tromsø Amt*, situated on a fertile height in the N.E. of the Hindø, and one of the most beautiful places on this part of the coast. Towards the E. lies an expanse of water resembling an Alpine lake, with snow-mountains in the background; to the N. rises the *Senjehest*, the S. promontory of the large island of *Senjen*. — About 20 min. walk to the N.E. of Harstadhavn is the famous old church of *Throndenæs*, which in the middle ages was the northernmost church in Christendom. — Roads lead hence to the *Kasfjord* (view of Andø) and the church of *Raa*. Harstadhavn is the junction of several steamboat lines. All the large steamers touch here, and also the local boat from Tromsø to Andø (see p. 249).

The steamer next steers to the E. across the Vaagsfjord to the promontory of *Roldø*. To the left are the *Grytø* and the *Senjehest*, between which a glimpse of the open sea is obtained. We now pass through the strait between the Roldø and the *Andorjø*.

33 Kil. (20½ Engl. M.) *Havnvik* (telegraph-station), in the Roldø. The church, in **Ibestad,** is, like that of Throndenæs, of stone with a vaulted roof, while all the other churches in Tromsø

Stift are timber-built. To the S.E., on the mainland, towers the *Messetind* (3320 ft.), to the S. of which rises the *Skavlikollen* (3300 ft.). Both of these mountains may be ascended, with a guide, the first from the *Gratangenfjord*, the second from the *Gravfjord*.

The scenery becomes very grand as we steam through the *Salangenfjord* and the *Mjøsund*, between the Andorjø and the mainland. On the left rises the huge *Aarbodstind* (3855 ft.), with a large glacier and a fine waterfall, and on the right the pointed *Faxtind* (3995 ft.).

A local steamer, leaving Tromsø on Tues. and Wed., touches at *Søveien* (good accommodation) in the *Salangenfjord*, from which a journey to the E. to the *Bardudal* and the *Maalselvsdal* may be undertaken (see below). Passengers by the larger steamers reach Søveien by landing at *Havnvik* and rowing thence (3 M., or 12 Engl. M.).

The scene is most impressive at the next station —

29 Kil. (18 Engl. M.) **Kastnæshavn,** whence all these mountains, including the pinnacle of the Faxtind, are seen simultaneously, while the horizon to the W. is bounded by the mountains of Andø and others. — To the W. lies the *Dyrø*, with the *Dyrøsund*. The voyage between Havnvik (or even between Harstadhavn) and Kastnæshavn should on no account be missed by the traveller, and the scenery should be witnessed both in going and in returning. The writer, who saw this sublime spectacle both in bright sunshine and in wild, stormy weather, considers it unsurpassed in Norway. — In the Salangenfjord, as well as elsewhere, it should be observed that the glacier-action has had the effect of wearing smooth the lowest third of the mountains ('roches moutonnées'), while the two-thirds above are rough and serrated.

31 Kil. (19½ Engl. M.) *Kløven*, on the large island of *Senjen*. Large quantities of *Kveiter* (Hippoglossus maximus; skate) are taken here, sometimes attaining a length of 7-10 ft. To the S.E. rises the snow-clad *Ghirragas-Tjokko*, or *Istind* (4865 ft.).

20 Kil. (12½ Engl. M.) *Gibostad* (telegraph-station), also in the island of Senjen, which is separated from the mainland by the strait through which the steamboat passes. The shores on both sides are green, wooded, and tolerably well peopled, and in the background rise snow-clad mountains, the chief of which is the *Broddenfjeld* to the S. — Though still pleasing, the scenery between Kastnæshavn and the Malangenfjord is inferior to that above described.

The ***Malangenfjord** (22 Engl. M. in length), with the fjords to the N. and S. of it, forms a large cross, the four arms of which are seen at one time from the deck of the steamer, while to the N.W. we obtain a glimpse of the open sea through the *Vangs Havsøie* (p. 239). The fjord, which formed the N. frontier of Norway in the middle ages, is enclosed by lofty mountains in every direction. To the S. rise the snowy *Maalselvsdal Mountains*. The steamer does not enter the deep indentations formed by the *Nordfjord* and *Auerfjord*, but touches at (38 Kil.) *Maalsnæs* (good quar-

ters; telegraph-station), on a promontory in the Malangenfjord, near the mouth of the *Maals-Elv*, the waters of which still ruffle the surface of the fjord. The estuary of the river freezes in winter, but the fjord remains open lower down.

A very interesting excursion may be made from Maalsnæs through the **Maalselvsdal** to the S.E. to the *Rostavand* and the *Rostaffeld* (a carriole-drive of about 6 M.), and another to the S. to the *Altevand* in the **Bardudal.** — Instead of returning to Maalsnæs, the traveller may proceed from *Kirkemoen* in the Bardudal to the W. to *Søveien* on the Salangenfjord (see above). — The inhabitants of these valleys are chiefly colonists from the *Østerdal* (valley of the Glommen, p. 274) and the *Gudbrandsdal* (p. 118), the first of whom were induced to settle here by the chamberlain *Berndt Ancker* in 1796.

1. THROUGH THE MAALSELVSDAL TO THE ROSTAVAND. We drive from *Maalsnæs* (fast stations as far as Bakkehaug) past *Hollændernæs*, a place deriving its name from the settlement which the Dutch attempted to found here in the 17th cent. against the will of the German merchants of Bergen, by whom the whole trade of Norway was then monopolised. This circumstance is alluded to by Peter Dass in the following lines: —

'Men der denne Handel lidt længe paastod,
Da blev det de Bergenske Kjøbmænd imod,
Hollænderne maatte sig pakke.'
(But their trade was soon doomed to expire
By the merchants of Bergen in ire:
So the Dutchmen had soon to be off.)

The first station in this picturesque valley is (14 Kil.) *Guldhav*. The road then leads past the church of *Maalselven* to (11 Kil.) *Moen* (good quarters). The imposing mountain facing us is the *Ghirragas Tjokko*, or *Istind* (4865 ft.), somewhat resembling a crater. An excellent point of view is the mountain called *Lille Mauket*, near Moen, 1850 ft. in height. (The rest of this route lies beyond the limits of the Map.)

Passing the small stations of (18 Kil.) *Bakkehaug* and (12 Kil.) *Neergaard* (slow station), with its small church, we arrive at *Øverby* (poor quarters; slow station), which, with the Nordgaard, lies at the confluence of the *Maals-Elv* and the *Tabmok-Elv*. [Through the valley of the latter a route leads to the *Balsfjord* and *Lyngenfjord*.] Above the *Rostavand* rises the huge **Rostafjeld** (5110 ft.), the ascent of which is not difficult, and may even be undertaken by mountaineers without a guide. The route is to *Gaarden Kongslid* (very good quarters), whence the ascent is made through a small valley on the E. side. Wild reindeer are sometimes seen on the way. Opposite the Rostafjeld, to the S., rise the *Likkavarre* (4895 ft.), *Ruten* (4385 ft.), *Alap* (4955 ft.), and *Seutivarre (Kamnæsfjeld)*; to the S.E. the *Likkafjeld*; to the E., quite near, the *Brattifjeld*.

2. THROUGH THE BARDUDAL TO THE ALTEVAND. We follow the above route to Moen, and drive thence to (17 Kil.) *Sundli*, the first station in the Bardudal. A route to the left, before we reach Sundli, leads to *Fosmoen* and the **Bardufos*, a fine waterfall of the Bardu-Elv. To the left rise the *Istinder*, the westernmost of which may be ascended. From (23 Kil.) *Sætermoen* a route leads to the S. to the Salangerfjord (Søveien); see below and p. 251. — From this point to (8 Kil.) *Viken* and the Altenvand the road is uninteresting. From *Strømsmoen* (good quarters) onwards it is rarely used except by Finnish traders on their way to Sweden in winter. — On the *Altenvand*, about 14 Kil. beyond Viken, boats are always procurable. To the N. of the lake rises the *Guolaçærro* ('box mountain', 5660 ft.), and to the S. the *Rokomborre* (5350 ft.). At its efflux from the lake the Bardu-Elv forms a deep ravine, which is so narrow that a man can leap across it.

3. FROM SÆTERMOEN TO SØVEIEN ON THE SALANGENFJORD. A good road crosses the hill called *Kobberyggen* ('seal's back') to (10 Kil.) *Brandvold*. We next drive along the *Nedrevand* to *Vashoved*, and lastly to (17 Kil.) *Søveien* (p. 251).

The above routes may be combined thus: 1st day. From Maalsnæs to Øvreby or to Kongslid. 2nd day. Ascend the Rostafjeld. 3rd day. Drive to Kirkemoen in the Bardudal. 4th day. Drive to Søveien.

Several routes lead from the Maalsdals-Elv to the **Balsfjord.** The easiest (with guide) is from *Olsborg*, a little to the N. of the *Moen* station, to *Storstenæs* (1st day), from which it is possible to reach *Nordkjos*, at the S.E. end of the fjord, by boat on the same day. Steamboat thence on the Balsfjord, on the E. bank of which rise several mountains upwards of 5000 ft. high, to Tromsø. — Instead of taking the steamer direct to Tromsø, enterprising travellers may proceed (boat and guide not easily procured; gnats in abundance) from *Nordkjos* in one day to *Mælen* at the S. end of the *Lyngenfjord*, and row thence to (22 Kil.) *Skibotten* (good quarters), where the Tromsø steamer calls on Thursday and Sunday.

Leaving Maalsnæs, the steamer returns to the centre of the cross formed by the Malangenfjord (passing the huge *Bensjordtind*, 4085 ft., on the right), and then steers to the N.E., skirting the large island *Kvalø* on the left, into the *Tromsøsund*, on which lies —

50 Kil. (31 Engl. M.) **Tromsø.** — **Hotels.** GRAND HOTEL, R. 2½, B. 1 kr.; HÔTEL NORDEN, well spoken of. — *Telegraph Station.*

British Vice-Consul, *Mr. T. B. Holst.* — **Booksellers**: *Holmboe* and *Nilsen.* — **Photographer**: *Vickstrøm*, near the market, who sells photographs of Lapps. — **Furs** (polar-bears' skins, etc.; cheaper than in Throndjhem or Bergen) at *W. Nielsen's*, Stor-Gade, and in several other large shops.

Steamers. Several local steamboats ply from Tromsø to the *Lofoden* and *Vesteraalen Islands*, and to the *Ulfs*, *Lyngen*, *Reisen*, and *Kvenang Fjords.* All the large Nordland steamers also call here. Comp. *Communicationer*, No. 296.

Tromsø, a town with 5900 inhab., the seat of an Amtmand and a Bishop, picturesquely situated on the island of the same name, and on rock of a peculiar shell-formation, lies in 69° 38′ N. latitude. It was raised to the rank of a town in 1794, and is a busy and gay little place, admirably adapted for a stay of some days by way of interlude on the voyage to the North Cape. The annual mean temperature is $35^3/_5$° Fahr., that of July 50°, and that of January 23°, while in the interior of Finmarken the annual temperature is 29° only and that of January 5°. In the market-place are the *Town Hall* and the neat *Roman Catholic Church.* The interesting *Museum* (Musæet; adm. 50 ø.), near the Grand Hotel, founded in 1872, comprises an ethnographical and a natural history department, the latter containing a good zoological collection. Tromsø also boasts of a grammar-school, a school for teachers, a bank, a telegraph-office, and a number of large shops. English and German are frequently spoken. The streets are covered with gravel and provided with side-walks. The main street, running from N. to S., commands a view in the one direction of the snow-clad Skulgamtinder on the Ringvadsø and in the other of the Bensjordtind. The town is embellished with many mountain-ashes, wild cherry-trees, and birches, the latter being remarkably fine.

Above the town, which stands on a slope, is a beautiful grove of birches, where a number of villas have sprung up. From this point we obtain a view of the *Tromsdal* and the *Tromstind* beyond the strait towards the E.; to the S. rises the snow-clad *Bensjord-*

tind on the Malangenfjord; to the N. are the *Skulgamtinder* in the *Ringvadsø;* and to the W. are the *Blaamand* (3280 ft.), *Stantind*, and *Vastind*, on the *Kvalø*. This prospect is very striking, especially when seen by the subdued lustre of the sun at midnight, when half the community is still astir.

The *Harbour* of Tromsø always presents a busy scene, and among the vessels are generally several of French nationality. They bring goods of various kinds, and carry away cargoes of salted cod-roe *(Rogn)*, which is used as bait in the sardine-fishery. The principal exports are, however, dried fish, herrings, train oil, and furs, most of which are dispatched to Hamburg. Tromsø also carries on a considerable trade with Russia, and equips a number of vessels for the capture of seals, walruses, etc., on the coasts of Spitzbergen and Nova Zembla. — The harbour of Tromsø is approached by two straits, the *Grøtsund* and *Fuglsund* on the N., and the *Malangenfjord* on the S. side.

An *Excursion to the Tromsdal *('Dalen')*, for the purpose of seeing a Lapp settlement, should not be omitted (4 hrs., there and back; guide unnecessary; horse 5 kr. or more). Immediately on landing we cross the *Sund* (50 ø. each), 500 yds. wide, to *Storstenæs* at the entrance to the *Tromsdal*. Thence to the **Lapp Encampment** is a walk of about 1 hr., the ground being rough and somewhat marshy at places. The path leads through a birch-wood on the S. bank of the brawling stream, and passes numerous patches of snow. We at length reach a kind of basin, with the Tromstind rising on the S., and a waterfall on the S. side, where there is a colony of a few Lapp families from the Swedish district of *Karesuando*†, who occupy several *Darfe Goattek* or *Gammer*. The *Gamme* is a dome-shaped hut, formed of stone, small tree-stems, turf, and birch-bark, with a round opening at the top for the exit of smoke and the admission of light. Each hut is always provided with a fire, over which is suspended a pot or kettle, and around it recline the inmates. The hearth is called *Aran*, and the seat of honour beside it *Boasso*. These Lapps possess a herd of no fewer than 4-5000 reindeer, but a few hundred only, enclosed in a *Rengjærde*, into which they are driven to be milked, are usually shown to visitors (a small fee expected). Among the pretty and useful articles manufactured by these Lapps are fur-boots *(Skal-Komager*, or *Skaller)* and spoons and other objects in reindeer-horn. The traveller should taste the rich reindeer-milk, which is drunk diluted with water, and observe the peculiar crackling of the animal's knee-joints, reminding one of the sound produced by

† In accordance with the frontier-treaty of 7th-18th Oct. 1751, the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter. — These migrations are said to lead to frequent disputes with the permanent inhabitants (comp. *Friis*, Finmarken).

an electric battery. The reindeer are caught by a kind of lasso, which is thrown over their horns. They are milked twice a week only. Reindeer milk forms one of the chief articles of food among the Lapps. The cheese made of it is generally reserved for use in winter.

The number of Lapps in Norway is estimated at about 18,000, of whom 1700 are still nomadic in their habits. Sweden and Russia contain 12,000 more, so that the powerful race which once dominated the whole of Scandinavia has dwindled away to a total of 30,000 souls. The Lapps now intermarry freely with Norwegians and Finns. In Norway they are often called *Finner*, while the Finns are named *Kvæner*, from the län of Kajana in Finland. — From the fact that the dog alone has a genuine Lapp name *(Bædnag)*, while the other domestic animals bear names of Germanic or Finnish origin, it has been concluded that the Lapps were originally a race of hunters, who adopted the nomadic life within the historic period. On this theory the reindeer, now the principal source of the Lapp's wealth, was at first an object of the chase only.

Among the numerous works on the Lapps may be mentioned: *Milford's* 'Norway and her Laplanders', 1842; *Everest's* 'Journey through Norway, Lapland, etc.', 1829; *G. v. Düben's* 'Om Lappland och Lapparne', Stockholm, 1873; *Friis's* 'En Sommer i Finmarken', Kristiania, 1871; *Friis's* 'Lappisk Mythologie, and Lappiske Eventyr', Kristiania, 1871; *Stockfleth's* 'Dagbog over min Missionsreise i Finmarken', 1860; *J. Vahl's* 'Lapperne, etc.', 1866; *F. Vincent's* 'Norsk, Lapp, and Finn', 1885.

The **Tromstind** (4085 ft.) may be ascended from the Lapps' camp in 3-4 hrs. (guide from Tromsø 4 kr.).

We first walk to the (1 hr.) head of the valley, which terminates in an amphitheatre of mountains resembling those in the Pyrenees. We then ascend the steep slope to the left, at first over turf and afterwards over snow (snow-spectacles desirable). Herds of reindeer are often met with at pasture here. Before reaching the crest of the hill we have to climb over a very steep snow-field. The final ascent, over snow and detritus, is easier. The top, which is marked by a 'Varde', commands a view of the magnificent scenery around the Ulsfjord and the Lyngenfjord; to the W. the sea of ice above Tromsø and the Kvalø. On the E. side the mountain falls almost perpendicularly to a neck of land between the *Ulfsfjord* and the *Balsfjord (Ramfjord)*.

III. From Tromsø to the North Cape.

361 Kil. (224 Engl. M.), including the detours made by the steamboats. By Steamboat in 1½ day, with 5 mail-steamer stations. — Only passengers by *Tourist Steamers* have the opportunity of both ascending the North Cape and of visiting the 'Bird-mountain' of Sværholtklubben. The Hammerfest steamers return at once from the North Cape to Hammerfest, as soon as their passengers have accomplished the ascent. The Vadsø steamer passes the North Cape if the passengers desire it, but does not land them; it then goes on to the Sværholtklubben. — Comp. p. 225.

Distances are calculated from station to station; comp. p. 231.

Leaving Tromsø, the steamer steers through the Tromsøsund, passing *Skatøren* on the left, and enters the *Grøtsund*. To the left lie the *Kvalø*, the mountainous *Ringvadsø* (with a glacier and a lake formed by a moraine), and the *Reinø*, at the S. extremity of which lies *Finkroken*. Opposite, on the mainland, is the *Ulfstind* (3280 ft.), standing like a sentinel at the mouth of the *Ulfsfjord*, which here opens to the S.

The ***Ulfsfjord**, which penetrates into the land for a distance of 31 Engl. M., between the peninsulas of *Sværanjarga* (on the right) and

Iddonjarga, is traversed weekly by a steamer from Tromsø (*Communicationer*, No. 296). The first steamboat-stations are *Finkroken*, on the island of Renø, and *Jægervand*, on the E. bank of the fjord (near the fine lake of that name), behind which tower the *Jægervandstinder*, with their conspicuous glaciers (visible from the steamers passing the end of the fjord). The steamer next touches at *Ulfsnæs* and at *Gjøvik*, at the entrance to the bay of ***Kjosen**, which is enclosed by huge glacier-covered mountains. On the S. side rise the *Fornæstind* (about 6000 ft.; comp. p. 257), the *Rødbjergtind*, the *Rørnæstind*, and the *Jertind*; on the N., the *Sofietind*, the *Tyttebærvik* (at the foot of which lie the gaards of *Kjønsberg* and *Tyttebærvik*), and the *Kjostinder*. At the head of the bay lies the station of *Kjosen* (tolerable quarters), whence we may cross the 'Eid' to (¾ hr.) *Lyngen*, see p. 257.

The S. part of the Ulfsfjord, named the *Sørfjord*, connected with the main fjord by the narrow strait of *Strømmen*, in which the current is very strong, is not visited by the steamer.

The large steamer next touches at (55 Kil.) *Karlsø*, where the storms and fogs which prevail in the Arctic Ocean are frequently encountered. The milk-white mist often lies on the surface of the water only, while the sky is bright and sunny. In this case the steamer has to cast anchor, and the traveller will have abundant leisure to observe the peculiar white *Skoddebuer* (*Skodde*, 'scud', 'mist'; *Bue*, 'bow'), formed by the fog. The Karlsø is a lonely and treeless island. To the N. lies the *Vannø*, and to the S. E. rise the mountains of the Lyngenfjord (see below).

The steamer now rounds the promontory of *Lyngsluen* (2130 ft.), steers to the E., and enters one of the finest parts of our northern voyage. We observe to the N. the picturesquely shaped and uninhabited *Fuglø* (2575 ft.), to the S.E. of which lies the large *Arnø*. In front of us is the small *Vorterø*, behind which we perceive the beautiful outline of the *Kaugø* (3960 ft.), with a glacier high above the water. To the S. we survey the whole of the magnificent ****Lyngenfjord**, on the W. side of which is an unbroken chain of huge mountains and glaciers, 5-6500 ft. in height. To the S. of the promontory of Lyngstuen tower the **Pipertind*, the **Goatzagaise* (4440 ft.), the *Kopangstind*, *Fastdalstind*, and the immense *Kjostinder* (5410 ft.). From almost all these mountains (where the snow-line is about 3800 ft.) imposing glaciers descend far into the valleys. The rocky walls are also draped with numerous waterfalls.

The Lyngenfjord, in addition to the tourist-steamers (which make this stage on the return journey by the light of the midnight-sun), is also traversed twice weekly by a local steamboat from Tromsø (p. 253), which makes the excursion in 3 days with varying stations (*Communicationer*, No. 296). Those who avail themselves of this local boat may break the journey at Lyngen and return by the Ulfsfjord route (see p. 255), or they may join the large northward-bound steamer at Skjærvø. Those who contemplate any excursions on land are strongly recommended to possess themselves of the *Kart over Tromsø Amt* (four sheets, at 1 kr. 60 ø. per sheet) and of the *Beskrivelse af Tromsø Amt* (1 kr.), both published by the 'Geografiske Opmaaling' of Christiania.

On Sun. the local steamer touches at the *Karlsø* and then steers round the promontory of *Lyngstuen* into the **Lyngenfjord** (on Wed. the direction of the tour is reversed). The snow-clad peaks on the W. side of the fjord tower to an immense height above. The principal stations

(on the W. bank) are *Lyngseidet* (see below) and (on the E. bank) *Dybvik* (telegraph-station), *Langnæs* in the *Kaafjord*, and *Skibolten* and *Horsnæs* in the *Storfjord*, or S. prolongation of the Lyngenfjord.

Lyngseidet or **Lyngen** (good quarters; telegraph-station), containing a small church and the houses of the pastor, doctor, and Lensmand of the district, is pleasantly situated in the midst of birch woods, and is admirably adapted as a starting-point for excursions to the interesting and partly unexplored mountains in the neighbourhood. — A very picturesque excursion, taking 6-7 hrs., may be made to the S.W. to the mountain-basin enclosed by the *Goalsevarre* (4150 ft.), the *Rørnæslinder* (about 4100 ft.), and the *Jertind* (about 3600 ft.). — A fine excursion for one day is made by crossing the Eid (200ft.) to *Kjosen* (p. 256), rowing to the (1 hr.) *Fornæsdal*, and then ascending the valley on foot, crossing the old moraines, to the *Fornæsdal Glacier*, which descends from the *Golzevaggegaissa* and is wedged in between the *Fornæstind* and the *Durmaalstind*. — The following tour occupies $1^1/_2$ day: On horseback to the S. to *Pollen*, and by rowing-boat to *Dalen*, where somewhat primitive quarters can be procured for the night; next day ascend, on foot, through the beautiful but entirely uninhabited *Lyngsdal*, passing the *Jæggevarre* (6285 ft.) on the N., to the huge glacier descending from the main plateau (lower end 1300 ft. above the sea). From the Lyngsdal we may also ascend the *Njalavarre* (5010 ft.) to the S., or walk to the N. to the glaciers of the *Ruksisvaggegaissa*.

After traversing the Lyngenfjord (where *Langnæs* on the *Kaafjord* is also called at once a fortnight) the steamer touches at *Havnæs* on the S. extremity of the *Ulø*, and steers through the *Rotsund* and the *Maursund*, calling at the station of that name. It then passes *Sørkjos* and reaches the *Skjærvø* (see below).

Farther on it turns to the S.E. into the **Kvenangfjord**, at the mouth of which rise the peaked *Kvenangstinder*. To the E. is the *Jøkelfjeld*, from which a glacier descends to the *Jøkelfjord*. The steamer touches at the island of *Skorpen*, at *Strømnæs*, and at **Alteidet**, whence a road leads to (12 Kil.) the *Langenfjord*, an arm of the Altenfjord (steamer, see below). In spring a herd of 5000-7000 reindeer is driven across the *Alteid* to the peninsula of *Alnas-Njarg* to the N. of the Eid, and some 2000 are conveyed thence by boat to the *Stjernø* (p. 258). About the end of October these last return to the mainland, to which they are made to swim (a distance of 3 Engl. M.). All these tame animals have the owner's mark on their ears, to facilitate the recognition of stragglers *(Eflerstandere)*, which sometimes remain for weeks behind the main herd. — From Alteidet the steamer returns to Tromsø viâ *Nikkeby* (on the *Lego*), *Kvilnæs*, *Karlsø*, *Helgø*, and *Mikkelvik* (on the N. coast of the *Ringvatsø*).

The mail-steamer now traverses the *Kaagsund*, between the Arnø and the Kaagø. To the N.E. of the latter is the small island of —

42 Kil. (26 Engl. M.) *Skjærvø* (telegraph-office); the station lies in a bay on the E. side of the island. To the S. we obtain a view of the picturesque *Kvenangstinder* on the *Kvenangfjord* (see above). — The steamer's course is now across the open sea, towards the N., crossing the boundary of Tromsø Fogderi, to —

40 Kil. (25 Engl. M.) *Loppen*, the first station in the *Alten Fogderi*, a small island exposed to the full sweep of the gales of the Arctic Ocean. It possesses a small church and a turf-roofed parsonage, a two-storied house to the left of which belongs to a merchant. Almost the only vegetation in the place consists of a few meagre patches of potatoes, nothing else being able to defy the fury of the storms which sometimes prevail here for weeks together. Ptarmigan *(Ryper)* abound. — The steamer next steers to

the S. into the *Bergsfjord*, rounds the wedge-shaped island of *Silden*, and stops at the station of —

16 Kil. (10 Engl. M.) *Bergsfjord*, where we enjoy a magnificent mountain scene. In the background is a glacier, the discharge of which forms a waterfall. Passing the *Lørsnæs*, and turning to the S.E., we next reach —

33 Kil. (20½ Engl. M.) *Øksfjord*, on the *Alnas-Njarg* peninsula, with a noble amphitheatre of mountains around it, a conspicuous feature in which is a glacier to the W., descending from the extensive *Jøkelfjeld*. A little to the N. is the small church.

The **Altenfjord** may be visited hence by the local steamer which plies once weekly between Øksfjord and Hammerfest (comp. *Communicationer*, No. 297, 1).

The *Altenfjord* is a beautiful arm of the sea, and is remarkable for its rich vegetation, especially in its southern part (the *Altenbygd*). In the annals of literature, too, it has been rendered famous by the visits of almost all the eminent travellers and savants who have explored this part of Norway (L. v. Buch, Prof. Forbes, and others already mentioned; also by *Keilhau*, who has written a 'Reise i Øst- og Vest-Finmarken', pub. 1831, and *Ch. Martins*, whose 'Du Spitzberg au Sahara' is a good French authority).

The highest mountains on the fjord, all on the W. side, are *Kaaven* (3130 ft.), between Stjernsund and Langfjord, *Akkasolski* (3395 ft.), between Langfjord and Talvik, and *Haldi* (3030 ft.), between Talvik and the Kaafjord. At the end of the fjord, above Kaafjord, rises the *Nuppivarre* (2675 ft.). — On the E. side of the Altenfjord is the interesting *Aarø*, with the scanty ruins of the old fort of *Altenhus*. The most famous feature of the Altenfjord consists in its various old *Coast-lines*, particularly near *Bossekop*, formed by the gradual rising of the land, some of them upwards of 200 ft. above the present level of the water.

The steamer steers from Øksfjord through the *Stjernsund*, between the *Stjernø* and the mainland, passes the month of the *Langfjord* and touches at —

Talvik ('pine bay'), a beautiful spot, with a church; then at *Strømsnæs* on the Kaafjord, whence a visit may be paid to *Kaafjords Kobberværk*, a copper-mine of no great value, the property of an English company. We then reach —

Bossekop ('whale bay'; *bosso* is the Lapp word for 'whale', or literally 'blower'; *goppe*, bay; good quarters), at the foot of the *Kongshavnfjeld* (700 ft.). Important fairs are held here on Dec. 1st and Mar. 3rd, to which hundreds of Lapps flock in their curious sledge-boats. They bring with them reindeer flesh, butter, and game, which they exchange for fish, flour, and groceries. Sometimes 10,000 ptarmigan are offered for sale at a single fair. The observation-station of the International Polar Commission of 1882-83 was situated at Bossekop and was entrusted to the Norwegians. — To the E. of Bossekop lie *Altengaard* (telegraph-station) and *Elvebakken*, near the *Alten-Elv*, an excellent salmon-river, and beyond them lies *Rafsboln*.

The steamer then proceeds from the Altenfjord through the *Vargsund*, a strait between the mainland and the islands of *Stjernø* and *Seiland*, calling at several stations on its E. bank, the last of which is *Kvalsund*. It then enters the strait between the Kvalø and Seiland, called *Strømmen*, once a famous resort of whales, through which the steamboat reaches Hammerfest.

From Bossekop or Alten, at the head of the Altenfjord, to *Karasjok* and to *Håparánda* in Sweden, see R. 31.

Our course is now to the N., towards the mountainous *Sørø*, which, as well as the *Stjernø* and *Seiland*, islands lying to the S.

of it, consists to a great extent of a lofty plateau of the character common among the mountains of Finmarken. At the S. end of this island lies (29 Kil.) *Hasvik*, the next station. The vessel steers through the broad *Sørsund*, round the *Fuglnæs*, and passes on the left the curiously shaped island of *Haajen*. The steamer now reaches —

61 Kil. (38 Engl. M.) **Hammerfest** (*Jensen's Hotel; Nordpolen;* English vice-consul, *Mr. G. Robertson;* telegraph-station), the 'northernmost town in the world', situated in 70°40′ N. lat., which has enjoyed municipal privileges since 1787, had 77 inhab. only in 1801, but now numbers about 2300. Its trade with Russia and the Spitzbergen expeditions organised here are the chief resources of the place. The climate is mild, the mean temperature here being the same as at Tromsø (p. 253). Sportsmen and Arctic explorers may charter a vessel here for a northward cruise for a sum of 3000-6000 kr., according to its size and the duration of the voyage. — The town presents a neat and clean appearance, but smells strongly of cod-liver oil, the chief manufactories of which are in the *Grønnervolds-Gade*. *Lapps* in their quaint and picturesque costumes, often intoxicated, and *Finns* from the principality of Finland, are frequently seen in the streets. The Russian vessels trading with Hammerfest are generally of the ordinary European build, the old-fashioned *Lodje*, a clumsy kind of lugger with two masts and disproportionately large cabin-windows, being now rare. Some of the shops, where bear-skins, walrus-tusks (*Hvalros*, 'whale-horse'), Lapp costumes, and other specialties of the country are sold, are attractive, though inferior to those of Tromsø. — The *Church* stands on a rocky hill to the W. of the town, and is adjoined by the *Churchyard*, enclosed by a stone wall. — On the E. side of the town are seen numerous *Hjelder*, or wooden frames for the drying of fish. Crossing the outlet of the *Lake* to the E. of the town, and following the road round the harbour, where a number of civilised *Gammer*, or Lapp huts (comp. p. 254), are seen on the rocky shore, we may walk in $^1/_2$ hr. to *Fuglnæs*, the N. promontory of the island, with a lighthouse, commanding a fine view. In 1823 Sir Edward Sabine made some of his famous experiments with the pendulum here. A column of granite, called the *Meridianstøtte*, has also been erected here to commemorate the measurement in 1816-52 of the number of degrees between Ismail near the mouth of the Danube and this point, undertaken, as the Latin and Norwegian inscription records, 'by the geometers of three nations, by order of King Oscar I. and the Emperors Alexander I. and Nicholas'. The hills to the E. of the Meridianstøtte command a view of the horizon of the Arctic Ocean and the midnight sun.

To the S. of the harbour is a valley extending into the interior of the Kvalø, whence a path ascends to the top of **Sadlen* (pron.

Salen), a long hill rising above Hammerfest, from which dangerous avalanches *(Sneskrede)* frequently fall. This is a very fine point of view, though not high enough to afford an unimpeded survey of the midnight sun. Ascending gradually for about 20 min. more, we reach the summit of the Sadlen, which commands a view of the grand glaciers and snow-mountains of Seiland and the **Sørø**. This point may also be reached from the church, at the W. end of the town, but the ascent is steep, and there is no path.

The mail-steamers sometimes, the tourist-steamers rarely, spend 4 hrs. or more at Hammerfest; in this case the traveller should not omit to ascend the ***Tyven** (1230 ft.; *tufva*, 'hill'), which rises to the S. of the town (1½-2 hrs.). The following directions will enable him to dispense with a guide. A few paces to the E. of the harbour we turn to the right into the valley and ascend a slight eminence with houses; we then follow the road leading above a lake and some pleasant-looking meadows. On the opposite bank are seen the remains of a birch-wood, and at the end of the lake the villas of the townspeople. We soon diverge to the right, following the telegraph-wires, but keeping a little to the right in order to avoid the marshy ground. The Tyven is the hill at the foot of which the wires run. A little farther on we pass under the wires and ascend to the left to a height covered with loose stones, pass a small pond, and reach (1 hr.) the foot of the abrupt Tyven. Here we turn to the left and skirt the base of a huge precipice, ascending the somewhat steep course of a small brook, fringed with willows *(Salix arctica)* and dwarf birches *(Betula nana)*. At the top of the gully we obtain a view of the sea towards the W. and the villas on the lake to the W., above which lies another small lake. Large herds of tame reindeer, whose peculiar grunting ('Grynten') is heard from a long distance, always graze here in summer. We now ascend steeply to the right, passing an expanse of snow, which lies on the right, and then, keeping still more to the right, reach (¾ hr.) the summit, which is marked by a pyramid of stones *(Varde)*. The Tyven, which may be called the Rigi of Finmarken, descends very precipitously on the W. side, with the sea washing its base, adjoining which lies a bay with meadows, a birch-wood, and a number of houses. Towards the E. we survey the barren and desolate *Kvalø*, with its numerous ponds, and to the S. and W. extensive mountain-ranges, snow-fields, and glaciers. The islands of *Seiland* and *Sørø* are particularly conspicuous. To the N. stretches the unbounded horizon of the vast Arctic Ocean. Of Hammerfest itself the Fuglnæs only is visible. Another prominent feature in the landscape is the promontory extending to the W. as far as Strømmen, over which the Lapps drive their reindeer in spring and autumn on their way to and from the island of Seiland. The animals swim across the Strømmen-Sund (comp. p. 257).

The lower part of the Tyven consists of gneiss, the upper part of slate. The flora is interesting. In many places its surface is carpeted with the dwarf birch. — The best way to return is by the summit of the *Sadlen* (p. 259), to the W., which commands a similar, though less extensive view. Returning by this route, the traveller should allow 4 hrs. for the whole excursion, but 3-3½ hrs. suffice for the direct ascent and descent.

The 'northernmost wood in the world', a birch-wood about 4 Engl. M. to the S. of Hammerfest, which books of travel never fail to mention, is not worth visiting. — If time and weather permit, the traveller should endeavour to take an excursion by boat to the grand and almost unexplored *Glaciers of Seiland*, which rise to a height of more than 3000 ft., the finest being on the W. and S.W. sides of the island. They are most conveniently approached through a valley ascending from the *Skreifjord*. — The island of *Haajen* ('the shark'), 4 Engl. M. to the W. of Hammerfest, is another interesting object for an excursion. The highest point, which is easily reached, commands an imposing view.

Beyoud Hammerfest the land ceases to be an object of interest or value, the sea becoming the sole attraction. The vegetation is extremely scanty, so much so that a patch of grass 'which might be covered with a copy of the Times' is hailed as a meadow and attracts a colony of several families. The scenery assumes an arctic character, and the silence and solemnity of the scene is only broken by immense flocks of sea-fowl wheeling over shoals of fish or congregating around their island homes, and by the occasional unwieldy gambols and noisy spouting of a whale.

39 Kil. (24½ Engl. M.) *Rolfsøhavn*, on the *Rolfsø*, an exceedingly desolate island. To the N. of the Rolfsø, and separated from it by the *Troldfjordsund*, is the *Ingø*, beyond which lies the *Fruholm*, with the northernmost lighthouse in Norway (71° 4′). To this island a noble Danish lady is said once to have been banished for certain misdeeds and after a residence here of several years to have perished owing to the upsetting of a boat when on her way to the church of Ingø. — Farther on, to the N. of the *Hjelmø*, we observe a solitary pillar of rock, called *Hjelmøstøren*, adjoining which is an island frequented by sea-fowl. The auks when disturbed take to the water, while the gulls soar aloft in dense flights. To the N.E. rise the pinnacles of the *Stappene* (see below).

20 Kil. (12½ Engl. M.) *Havø* (telegraph-station of *Havøsund*) lies in a bay on the *Havø*, amid grand scenery. To the left rises a pointed hill called the *Sukkertop* ('sugar-loaf'). The little settlement, which boasts of a church, a 'Præst', and a 'Landhandler', is sheltered by the *Hjelmø* on the N. from the storms of the Arctic Ocean. Crossing the *Maassund*, and passing the *Kulfjord* to the S., we next reach the (17 Kil.) *Maasø*, which likewise possesses its church, its pastor, and its merchant, a triad which forms the nucleus of almost every village in Finmarken. Numerous *Hjelder*, or frames for drying fish, are seen here. To the right rises the *Magerø* ('sea-gull island'), with its numerous pin-

nacles, the northernmost promontory of which is the North Cape. The tourist-steamers sail to the E. into the *Magerøsund*, between the Magerø and the mainland, in order to afford a view of the entrance of the Porsangerfjord and the Sværholtklubben (see p. 264), and then steer towards the North Cape along the E. side of the Magerø.

The next mail station on the direct route to the North Cape is —

19 Kil. (12 Engl. M.) *Gjesvær* (telegraph-station), on an island, and formerly the starting-point for the visit to the North Cape, which was reached hence by rowing-boat in 5-6 hrs. From this remote corner of the globe, close to the North Cape, and nearly 1600 Engl. M. to the N.W. of London, the traveller may telegraph to Great Britain for 4½ kr. (20 words), or to America for 36-40 kr. (10 words). To the N. rise the **Stappene* (*stappi*, an old Norsk word, 'column'), four pointed rocky islands covered with dense flocks of sea-fowl, which afford excellent sport. These rocks are sometimes known as the 'mother and her daughters'. On the easternmost of the group once stood a church. Like other desolate spots in Finmarken, which also once possessed churches (Sværholt, Ingø, Omgang, etc.), the island is now quite deserted. The whole of this neighbourhood abounds in rocky islands, cliffs, and reefs.

The *Tuefjord* opens to the right, extending far into the interior of the Magerø. The steamer then rounds the long and low *Knivskjær-Odden* or *Knivskjæl-Odden*, projecting still farther than the Cape itself. The majestic North Cape now comes in sight. Between the Odde, on which a steamer struck during a fog in 1881, and the Cape lies a deep bay. We obtain a good survey of the monotonous form of the plateau of the Magerø, rising at places abruptly from the water. At the extremity of the Cape rises the *Horn*, an almost isolated minaret of rock. The Cape itself, seen from the water, does not rise nearly so precipitously as (owing to a well-known optical delusion) it apparently does when the traveller looks down from the summit.

The ****North Cape** (71° 10′ N. lat.; 12½ Engl. M. from Gjesvær), named *Knøskanæs* by the early geographer Schöning, a dark-grey slate-rock, furrowed with deep clefts, rising abruptly from the sea, is usually considered the northernmost point of Europe, though the Nordkyn (see p. 265) has a better claim to the title. Travellers generally land in the *Hornvik*, on the E. side of the Cape, whence the ascent to the top takes about ¾ hr. The Steamboat Co. has facilitated the climb by a rope fastened to iron stanchions, and a wire at the top of the plateau leads to the extreme point, performing a very useful service in foggy weather. The *View* from the promontory (the height of which is estimated by the best authorities at about 970 Engl. ft.) embraces the dreary heights of the Magerø to the W. and beyond them the Hjelmø and Rolfsø; to the N.W. the

E. promontory of the Magerø and the Sværholtklub and Nordkyn in the distance; to the N. stretches the unbounded horizon of the Arctic Ocean. A granite *Column* was erected at the top in commemoration of the visit of Oscar II. in 1873 (wine sold here).

'The northern sun, creeping at midnight at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system'.

Acerbi, 'Travels to the North Cape'. London, 1802.

'And then uprose before me,
Upon the water's edge,
The huge and haggard shape
Of that unknown North Cape,
Whose form is like a wedge'. *Longfellow.*

On the S.E. side of the Magerø lie the steamboat-stations of *Honningvaag* (telegraph-station) and (55 Kil. or 34½ Engl. M. from Gjesvær) *Kjelvik* (*Kjedelvik*, 'kettle' or 'cauldron creek'), with its church, pastor, and local merchant, situated, as its name imports, in a basin of peculiar form.

IV. From the North Cape to Vadsø.

The direct distance from the North Cape to Vadsø is about 290 Kil. (180 Engl. M.), but the course followed by the steamer increases this to 690 Kil. (428 Engl. M.). Mail-steamer once weekly in 2 days. The celebrated 'bird-mountain' of Sværholtklubben (p. 264), the most interesting point of the whole journey, is touched at also by the tourist-steamers, which return thence to the North Cape.

Distances are calculated from station to station.

Beyond the North Cape the sole attraction of the voyage consists in the utter bleakness and solemnity of the scene. Both mainland and islands now consist of vast and monotonous plateaux, called *Næringen*, rising to a height of 1000-2000 ft., and generally unrelieved by valleys. The steamboat traverses long fjords without seeing a boat, or a human habitation, or even a bush, for half a day at a time. At the heads of these fjords, on the other hand, we frequently find smiling little colonies, surrounded with bushes and trees, and houses boasting of the amenities of pianos, newspapers, and engravings. With the North Cape terminates the Skjærgaard, or island-belt of Western Norway, and the coast is here washed by the long sweeping waves of the Arctic Ocean. Fogs often prevail here, causing detention and even danger to the steamboats.

The immense **Porsanger-Fjord,** about 75 Engl. M. in length and averaging 12 M. in breadth, opens to the E. of the Magerø-sund. Numerous streams fall into it at its head. The banks are barren, unpicturesque, and almost entirely uninhabited, but present a beautiful appearance when richly coloured by the midnight sun. In July and August the *Sei* ('saithe', *Gadus virens*), a

fish of the cod species, is largely caught here in nets, each of which is managed by 6-8 boats. The proximity of a shoal is indicated by the black and ruffled look of the water and the attendant flock of thousands of sea-gulls. The Sei enters the fjord in pursuit of the *Lodde* (*Osmerus arcticus*, a kind of smelt), which resorts to the shore to spawn. At this season (known as the *Makketid* or *Parringstid*, the 'mating time' of the sea-fowl) numerous Russian vessels are seen in the harbours in this region, where they purchase fish, salt it on board, and convey it to Archangel. — The steamer enters the Porsanger-Fjord. It passes the *Porsangernæs* on the right, a promontory glittering with white quartz, and steers to the S. to —

61 Kil. (38 Engl. M.) *Repvaag*, near the *Tamsø*, a flat island with extensive moors where *Multebær* ('cloud-berry', *Rubus chamæmorus*) grow in abundance, and tracts *(Dunvære)* where the 'down' of wild-fowl is largely collected. A considerable sum obtained from these sources is paid annually to the 'Stiftsamtmand' of Finmarken. — In the Porsanger-Fjord, 49 Kil. (30½ Engl. M.) farther S., is *Kistrand*, the next station, with a church, a clergyman, a doctor, and a telegraph-station. On the S. side is a small birch-wood which is locally regarded as a little paradise.

After this long deviation from its direct course the steamer returns to the N. to the mouth of the Porsanger-Fjord and steers round ***Sværholtklubben**, an almost perpendicular promontory of clay-slate, 1000 ft. in height, a resort of millions of sea-fowl (chiefly gulls, *Larus tridactylus*). When scared by a cannon-shot fired from the steamer, about one-third of the birds take to wing in dense clouds, and after an interval of a few seconds of perfect silence utter their peculiar cries, the effect of which collectively somewhat resembles the sound produced by the escape of steam from a boiler. The gulls which remain sitting on the ledges of the black rock contrast picturesquely with it, looking not unlike long rows of pearls. The proprietor of the promontory, the Landhandler *Krøbel*, lives in a small bay on the E. side of it, called —

Sværholt, where the steamer touches in fine weather only, and of which he and his family are the sole inhabitants. He derives a considerable income from the sale of the sea-fowls' eggs; while the birds themselves are used as fodder. They are prepared for this purpose by being buried in the earth for a time, and are afterwards packed in casks.

Beyond the *Ktubbe*, the N. extremity of the long peninsula of *Spirte-Njarga* (the latter word being synonymous with *Næs*, 'promontory'), which separates the Porsanger-Fjord from the **Laxefjord**, the steamer steers to the S.E. across the latter to —

138 Kil. (86 Engl. M.) *Lebesby*, on the E. bank, a prettily situated place, with a church and a Landhandler. It next steers to the N. and passes the mouth of the *Eidsfjord*, at the head of which

lies the low and narrow *Hopseid*, separating it from the *Hopsfjord*, a branch of the Tanafjord (p. 266; a canal through the Hopseid is projected). The valleys descending to the Laxefjord, like those in the Porsanger and Tana Fjords, are all very short, with level floors, generally several hundred feet above the water. We observe numerous old coast-levels, some of them 200 ft. high, and usually two of them together, one above the other. The *Fjære (æstuarium)*, or shore between high and low-water mark, is also an object of interest. The *Drottviknæring*, the promontory between the Laxefjord and the *Kjøllefjord*, is a majestic mass of slate-rock, divided into perpendicular sections, and furrowed by deep gullies, at the head of which there are large deposits of snow. At the extremity of the promontory rises the **Store Finkirke*, a huge rock, formerly held by the Lapps in superstitious reverence; in the Kjøllefjord, a little beyond it, is the *Lille Finkirke*, resembling a ruin. The vertical strata of sandstone here are not unlike a basaltic formation. At the head of the fjord we reach —

53 Kil. (33 Engl. M.) **Kjøllefjord,** an 'Annexkirke' of Lebesby, with several houses and 'Gammer' (see p. 254). The shore is covered with boulders, and the pilots state that the bottom of the fjord is completely paved with them. An ancient coast-level is distinctly traceable on the right.

Leaving the Kjøllefjord the vessel steers round the *Rødevæg* ('red wall') to the station of (17 Kil.) *Skjøtningberg*, and along the bold rocky bank of the *Čorgaš-Njarga* (pron. Chorgash), a large peninsula connected with the mainland by the narrow isthmus of Hopseid, already mentioned.

14 Kil. *Sandfjord.* The N. extremity of the peninsula is the **Nordkyn** (or *Kinnerodden*), in 71° 6′ N. lat., or 5′ (nearly 6 Engl. M.) to the S. of the North Cape, but really the northernmost point of the mainland of Europe, and almost surpassing the N. Cape in grandeur. Two bold mountains on the W. side guard the entrance to a basin, bounded by a perpendicular cliff with a horizontal top, in which lies *Sandvær*, a solitary fisherman's hut. The masses of quartzose rock, broken into enormous slabs, have a very imposing effect. The snow extends at places down to the water's edge. Part of the Nordkyn has become detached from it, leaving a passage through which boats can pass. Fishing-boats sometimes obtain refuge here, but in certain states of the wind the *Afløsning* ('detached portion') affords no shelter. Immediately to the E. of the Nordkyn is a deep *Gully* ('Kile') in the rocks, into which large blocks of stone have fallen, leaving openings below them (described by *Keilhau*, 'Reise', pp. 79, 80).

Beyond the Nordkyn on the right are the promontories of *Smørbringa* and the flat *Stetnæs*, with a curious rock-formation called '*Biskopen*'.

The next station is (17 M.) *Mehavn*, with the train-oil manu-

factory of *Svend Foyn*, the celebrated whale-fisher (formerly at Vadsø). Then (20 Kil.) *Gamvik*. Passing *Omgang* the steamer now enters the large **Tanafjord,** about 44 Engl. M. in length, and skirts the E. bank, with its variegated quartzose rock-formation. To the W. lies the narrow *Hopseid*, which separates the Tanafjord from the Laxefjord (p. 264). The mountains on the E. side of the fjord increase in height, culminating in the *Stangenæsfjeld* (2315 ft.). To the W., farther on, is *Digermulen*, a peninsula separating the Tanafjord from its branch the *Langfjord*, and to the S. rises the *Algas-Varre* ('holy mountain'), above Guldholmen. A few isolated '*Gammer*' of the Finnish families settled here are the only human habitations to be seen. Passing (24 Kil.) *Finkongkjeilen*, the steamer stops at —

48 Kil. (30 Engl. M.) *Stangenæs* (Lapp, *Vagge*, 'valley'), where there is a manure-manufactory. Bushes, trees, and even a few patches of potatoes are seen here. From this point we survey the *Vestre* and *Østre Tanafjord*, the upper branches of the fjord, and the *Leebotten*, a bay to the S.E. When a high S. wind prevails, gusts of wind usually descend from all the branches of the fjord *(Bifjorder)*, causing strong local currents. — About $1^3/_4$ M. to the S. of Stangenæs is the *Church of Tana*, opposite which is *Guldholmen*, at the mouth of the *Tana*, where the water is shallow, so that the steamer cannot proceed beyond Stangenæs.

The steamer now retraces its course through the Tanafjord, skirts the *Tanahorn* (865 ft.), at the N. end of the peninsula of *Rago-Njarga*, and steers to the E. to (62 Kil. or $38^1/_2$ M.) *Berlevaag* (telegraph-station), and to (52 Kil.) *Baadsfjord*, (16 Kil.) *Makur*, and (27 Kil.) *Syltefjord* (Lapp *Orddo-Vuodna*), with an interesting *Fugleberg* ('bird-hill'), frequented by thousands of seagulls and auks. The scenery becomes more and more dreary, and the shore with its large expanses of snow is now lower (400-500 ft.), its desolateness being frequently concealed by fog. The succession of promontories, all of uniform character, with intervening bays, has not inaptly been compared to the scenes on the stage of a theatre. This whole peninsula is named the *Vargag-Njarga* and is bounded on the E. by the *Kongsfjord*, in which lie the *Kongsøer*, pleasant-looking grassy islands haunted by thousands of sea-fowl.

17 Kil. ($10^1/_2$ M.) *Havningberg* (telegraph-station), with tasteful houses and a lofty wooden pier, and boasting of a garden containing grass. To the left, at a height of 20-40 ft., lies the former coast-line, above which run the telegraph-wires to Vardø and Vadsø. To the W. is the projecting headland of *Harbaken*. Near Havningberg is the cavern of *Ovnen*, nearly 100 ft. in depth. — In two days after leaving Hammerfest the steamer reaches —

29 Kil. (18 Engl. M.) **Vardø** (*Figenschou's Hotel;* English vice-consul, *Mr. R. S. Hotmbø*; telegraph-station), in 70° 22′ 35″ N. lat., which has been a town since 1787 (2400 inhab.). It is prettily situated

on the island of the same name, which is separated from the mainland by the *Bussesund*. The town has two harbours, the larger and deeper being on the N. side, protected by a large new breakwater, and the other on the S. side. To the W. of the town is the fortress of *Vardøhus*, founded about 1310, and now of no importance (garrison of 16 men only). To this fortress, however, Norway is indebted for her acquisition of Finmarken. Inscriptions here commemorate the visits of Christian IV., King of Denmark and Norway, in 1599, and Oscar II., King of Sweden and Norway, in 1873. To the E. of the town, which now consists of neat, well-built houses, covered with turf, while in 1600 it was merely a group of 'miserrima piscatorum tuguria', rises the handsome new timber-built *Church*, containing a brazen font. In the vicinity are numerous *Hjelder* for drying fish. To the E. of the fortress is a large **Whale Oil Boiling Establishment*, to which visitors are freely admitted.

If time permit, the traveller should ascend the (20 min.) **Vardefjeld*, a rocky hill 100 ft. in height, immediately behind the church, which commands a view of the town and island, the *Domen* (535 ft.) rising to the S. E., the unbounded sea towards the E., and the district of *Syd-Varanger* to the S., with part of the adjoining Russian territory.

The astronomer *Pater Hell* of Vienna observed the transit of Venus across the sun from the isthmus between the two harbours in 1768-69. He caused two stone columns to be erected on the bank of the *Nordrevaag*, the N. harbour, with a view to measure the gradual retrocession of the sea, but they have unfortunately disappeared. The church-register still contains a memorandum written by him on 22nd June, 1769. — The climate here, though colder than that of Hammerfest, is mild compared with that of the interior of the country, the mean temperature being 32° Fahr., the July temperature 47°, and that of January 14°. Comp. p. xxxviii.

Beyond Vardø the steamer passes the islands of *Renø* and *Hornø*, with their *Eider-Vær* and *Dun-Vær* (tracts where eider-down and feathers are gathered), where numerous ermines are also found. It then steers to the S., and afterwards nearly due W. to (15 Kil.) *Kiberg* (telegraph-station). The shore continues exceedingly barren. In the interior rise the mountains called *Ruyttotjock* and *Beljek*. The steamer passes the S. side of the *Vadsø* ('water-island'), on which the town of that name formerly lay, and finally casts anchor in the harbour between the island and the town, which now lies on the mainland (Vargak or Varjag-Njarg)

55 Kil. (34½ Engl. M.) **Vadsø** (Lapp *Čacce-Suollol*, pron. chahtze; Finnish *Vesi-Saari;* Russian *Vasino;* all signifying 'water-island'; *Hotel Krogh;* English vice-consul, *Mr. B. Ackerman;* telegraph-station), a town with 2200 inhab., including 1100 Finns *(Kvæner)*, lies in 70° 4′ N. latitude, and has a climate similar to that of Vardø (see above). The Finns live at *Ytre-Vadsø*, the E. suburb, where one of them will on application prepare a vapour-bath ('Sauna') for travellers who desire to try the genuine ‚Russian bath'. In every direction are seen *Hjelder* for drying fish,

the smell of which pervades the whole place. Potatoes thrive here, and a few stunted mountain-ashes and plum-trees succeed in braving the long winters. Some of the gardens contain forget-me-not, campion *(Lychnis)*, and other flowers which in more southern countries bloom in spring.

The *Church* is a tasteful building on a hill to the N. of the town. The sacristy contains a votive picture dated 1661, representing a married couple with two sons and two daughters, before whom lie four dead children. Under the *Tower*, the ascent of which is recommended, is a curious offertory-box. — The town contains several large *Shops*, where interesting specimens of Russian workmanship (*Nœverskrukker*, 'bark-pouches', etc.) among other articles are sold. — Svend Foyn's Oil Factory has been removed to Mehavn (p. 265).

If the traveller, instead of returning from Vadsø by the direct steamer, proposes to return by the land-route via Nyborg, Seida, and Guldholmen to the Tanafjord (a somewhat tedious and expensive journey), and at Stangenæs (p. 266) to join the steamer which brought him to Vadsø, he must make arrangements with the captain and start by the local steamer (see *Communicationer*, No. 298 A) 1 hr. after leaving the larger boat. The local steamer steers to the W. through the *Varangerfjord* and passes the *Lille Vadsø*, *Paddeby* (where the first birches are seen), *Finsnæs*, where the *Nordre Jacobs-Elv* falls into the fjord, and the *Klubnæs*, a promontory forming the extreme spur of the *Klubbefjeld*. The vegetation is much richer here than at Vadsø, and improves the farther we ascend the fjord. On the W. side of the Klubnæs, which was an ancient sacrificial station of the Lapps, lies —

Mortensnæs (good quarters at *Nordvi's*, the Landhandler's). The Lapps have a number of their curious 'Gammer', or subterranean dwellings here, and in the neighbourhood are several of their old burial-places, situated among heaps of stones *(Sten-Ur)*. The other objects of interest are a *Bautasten (Zævdse Gædge)* and some ancient stone rings. — The *Storfjeld*, which may be ascended hence, commands a fine view.

Passing the church of *Næsseby* (telegraph-station), the steamer enters the *Mæskefjord*, the last bay on the N. side of the main fjord. To the N. rises the *Mæskehoug*, a hill once regarded as sacred *(Mæske-varre; passe-atdo)*.

Nyborg (quarters at *Pteym's*, the Landhandler's, dear) lies 43 Kil. (27 Engl. M.) to the W. of Vadsø, near the end of the fjord. The women here wear a curious adornment on the back of their heads, similar to that used by the Icelandic women, consisting of a piece of wood (Finnish, *fierra*) somewhat resembling a helmet, covered with velvet or other stuff, and trimmed with coloured ribbons. From this point travellers sometimes ascend the *Madevarre*

(1470 ft.), 9½ Engl. M. to the N., where the forest extends to a height of 700 ft. above the sea-level. The summit affords a good survey of the interior of the extensive peninsula. — An excursion may also be made to the S. by boat round the *Angsnæs* to the *Karlebotn*, and thence on foot to the *Golmes-Oaaive* ('three heads', about 1300 ft. high).

For the journey from Nyborg to the Tanafjord (50 Kil.), horses and boats are not easily procured for a party of more than four persons. We start early and ride across the *Seidafjeld* (over which extends a *Rengjærde*, Lapp *Aide*, or wall to prevent the reindeer from straying) to *Suoppanjarg* ('lasso-promontory'), or to the more conveniently situated (16 Kil.) —

Seida, both of which lie on the *Tana*. Keilhau compares the latter to a 'large group of sæters'. We now take a boat (dear), manned with a rower and steersman, and with seats for two passengers only, and descend the *Tana*, the second-largest river in Norway, in the waters of which particles of gold occur, and which as a salmon-stream is said to be not inferior to the Namsen-Elv (p. 225). (In ascending the river the boatmen propel their craft by the process of *staken*, i. e. punting or poling.) The boat careers down the rapids *(Stryk)* at an exciting pace. The boatmen are generally able to speak Lappish only.

At *Guldholmen* ('gold island'; 30 Kil. from Seida; good quarters), a small island at the mouth of the Tana, opposite the church of Tana, we shall probably arrive in time to row to (4 Kil.) *Stangenæs-Vagge*, and there meet the southward-bound steamer.

30. Syd-Varanger.

If the traveller does not return to Hammerfest by the same steamer he must wait a week for the next. In this case he should pay a visit to the E. part of SYD-VARANGER, a district much extolled by the Norwegians. On this expedition, for which *Friis's Lapland* will be found a useful companion, the traveller will have frequent opportunities of making acquaintance with the Lapps and the industrious Finns *(Kvæner)*. — The best guide to the inner Varanger-Fjord and the region to the S., as far as *Golmes Oaaive* (in the parish of *Næsseby*) is *Keilhau's Reise i Østfinmarken*. The country is wooded and mountainous, and almost entirely uninhabited. The explorer should be provided with a veil *(Stør)* in the form of a bag, covering the whole head and fastened round the neck, and if possible with a mosquito-tent *(Raggas)* also, as gnats *(Culex pipiens)* occur in such swarms as sometimes to darken the sun.

The district lying to the S. of the Varanger Fjord long formed a subject of dispute between Norway and Russia, but the frontier was at length defined by the convention of May, 1826, and finally confirmed by the protocol of August, 1834. — This region abounds in timber (whence it is usually known as *Raftelandet*, 'Raft' signifying planks or rafters), in fish, and in birds.

The local steamer (comp. *Communicationer*, No. 298 B) conveys us from Vadsø to **Bugønæs** (good quarters at the Landhandler's),

from which the *Bugøfjord* runs a long way inland. To the W. rises the *Bugønæsfjeld* (1805 ft.), and to the E. the *Brasfjeld* (1335 ft.). To the right opens the *Kjøfjord*, the banks of which are almost uninhabited. We skirt the N. side of the barren *Skogerø*, touch at *Hjelmø*, and then steer to the S. into the *Bøgfjord*, which farther on branches into the *Klosterfjord* and *Langfjord*.

At *Kirkenæs*, on the promontory between these fjords, are the church and parsonage of **Sydvaranger** (rooms at *Figenschou's*, the Landhandler's). Farther up the fjord (5 Kil.) lies **Elvenæs** (rooms at *Klerk's*, the Lendsmand's) and about 4-5 Kil. beyond it the chapel of *Boris-Gleb*, named after two Russian saints, and situated in a Russian 'enclave' of $^4/_9$ Engl. sq. M. in area. The old church is adjoined by a new one built of stone. At Boris-Gleb reside the so-called *Skolte-Lapps* ('scalp Lapps'), who derived their name from the fact that they were formerly bald from the effects of disease. (*Friis's Lapland*, pp. 149, et seq.; *Keilhau*, pp. 48, et seq.) — If the weather is favourable the steamer goes on to *Hvalen*, *Jarfjordbunden*, *Pasvik* (see below), *Smaastrøm*, and the Russian frontier at the *Jacobs-Elv*.

At Elvenæs the large *Pasvik-Elv* or *Kloster-Elv* falls into the fjord. It derives its latter name from *Kloster Peisen*, a monastery once situated here. The river consists of a series of twelve lakes, connected by about twenty-nine waterfalls, and for a distance of 60 Engl. M. forms the frontier between Norway and Russia. Its source is the *Enare-Træsk*, a large lake, about 2940 Engl. sq. M. in area. A visit may be paid from Boris-Gleb to the *Storfos (Gieddegævdnje)* and to the (6-7 Kil.) *Harefos* (*Njoammel Guoika*, 'hare-fall'), situated near the *Valegas-Javre*, a lake swarming with trout; also to the (40 Kil.) **Männikö-Koski* ('pine-waterfall'), the route to which traverses the fine forest-scenery of the Sydvaranger.

A good road leads from Elvenæs to the (9 Kil.) head of the *Jarfjord*, on which we may row to *Pasvik* (from the Lapp *basse*, 'sacred'), a fishing hamlet with a good harbour. A little farther E. (8 Engl. M. from Pasvik, and 55 M. to the S.E. of Vadsø) is *Jacobselvs-Kapel*, the last steamboat-station, and the last place in Norway. Since the visit of Oscar II. in 1873, which is commemorated by a marble slab, the place has been named '*Oscar den Andens Kapel*'. It lies on the *Jacobs-Elv* (Lapp *Vuorjem*), which here forms the boundary between Norway and Russia. The smelt-fishery carried on here is very important. The fish (*Lodde*, see p. 264) is used as bait for the cod and other fisheries.

The following Lapp words are of frequent recurrence: *duoddar*, mountain; *varre*, hill; *varre-oaaive*, hill-top; *tjok*, point; *njarg*, promontory, peninsula; *suolo*, island; *gedge*, stone; *çacce* (pron. chatze), water; *vuodna*, fjord; *tshoalmi*, strait; *javre*, lake; *gaiva*, spring; *jokki*, river; *guoika*, waterfall; *njalmi*, estuary; *jækna*, glacier; *olmiis* (*s* like *sh*), person, human being; *goatte*, house; *maa*, land; *buocco* (buotzo), reindeer; *suoppan*, lasso; *guösse*, cow; *guösse-voja*, cow's-fat, butter; *guolle*, fish; *guvljin*, trout; *muorra*, tree; *bælse*, *dædno*, fir, pine; *kumse*,

cradle; *pulk*, *kjærris*, sledge; *beska*, fur-coat; *gabmagak*, shoes; *skalkomager*, fur-boots; *bellinger*, leathern gaiters; *nibe*, knife; *doppa*, edge; *bænagulam*, a mile (literally 'as far as a dog's bark is heard').

The Lapp greeting on entering a house is '*rafte vissui*' (peace to your house)! The answer, '*ibmel addi*' (God grant it)! '*Buriši*', or '*buorre bæive*' (good day)! Answer, '*ibmel addi*!'

31. Inland Routes from the Altenfjord

a. From the Altenfjord to Karasjok.

160 Kil. (100 Engl. M.). The journey on horseback in summer takes 3-4 days, but can be accomplished more quickly in winter by sledge (*kjærris*, *pulk*). Three *Fjeldstuer*, those of *Jodkajavre* (or *Romsdalsstue*), *Mollesjok*, and *Zarijokjavre* (*Zaurisstue*), afford shelter for the night. Beyond Jodkajavre the greater part of the journey may be performed by boat on a series of lakes and rivers. The guide (*vappus*, 'pilot') must understand Laplandish. In summer most of the Lapps migrate to the coast, but in March and April they may be seen here to advantage. The days are already long, but profound winter still reigns. The journey is then performed in a *kjærris* (sledge) or a *pulk*, drawn by a reindeer; the pulk somewhat resembles a canoe, being covered in front. The motion is very rapid, and the swaying of the pulk is usually steadied by attaching another reindeer behind, called a *Stoppe-Ren* (driving '*i Slagtøm*'), besides which a *Vare-Ren*, or reserve-reindeer, accompanies each pulk. Lapp costume (*pesk* or *beska*, a fur-coat; *skalkomager*, fur-boots; *bellinger*, leathern gaiters) is desirable for this expedition in winter, besides which a *pose*, or sheep-skin sack for sleeping in, is also useful. The Lapps always use their furs with the hairy side outwards.

Bossekop, on the *Altenfjord*, see p. 258. Beyond *Gaarden Alten* the route crosses the *Alten-Elv*, and leads inland, towards the S.E. On the way we pass a number of *sieidi*, or sacred stones (*sieidigergi*, 'oracle stones'); several of these are to be seen at the top of the *Kongshavnfjeld*, projecting into the Altenfjord. We also pass several 'sacred mountains' (*Basse Varek*, *Ailegas*), formerly worshipped by the Lapps. The ancient belief was that they contained a *saiwo*, or paradise, inhabited by Lapps and reindeer.

The first night is generally spent in the '*Jodkastue* or *Romsdalsstue* at the small lake of *Jodkajavre* (about 45 Kil. from Bossekop). Beyond this lake we observe to the N.E. the *Vuorie-Tjok*, a barren conical mountain, and, farther on, the *Vuolla-Njunnes* to the E., both of which were once famous places of sacrifice. The country is for the most part well wooded, and the valleys are often very picturesque. We next reach the large lake of *Jesjjavre* (1595 ft.), which we either skirt or cross by boat. Beyond this lake we descend the valley of the rapid, but navigable *Jes-jok*, or *Es-jok*, into which a route from Kautokeino (p. 272) also descends. The second Fjeldstue, the *Mollesjokstue*, is about 40 Kil. (25 Engl. M.) beyond Jodkajavre. We then cross the fjeld to (35 Kil.) the third station, the *Zaurisstue*, on the *Zarijokjavre*. From this point we may either proceed direct viâ the *Geimo Javre* to (25 Kil.) Karasjok, or go first to (16 Kil.) the *Karasjokka* (rapid river) and descend on its left bank to (16 Kil.) Karasjok.

Karasjok (440 ft.) has a church, a Lensmand, and a Landhand-

ler, and is admirably adapted for affording an insight into the mode of life among the Lapps. — About 15 Kil. farther to the E. the Karasjokka unites with the *Anarjok*, the right bank of which is Russian territory. The combined rivers form the *Tana-Elv*, by which we may descend by boat to *Seida* (p. 269) in 3-4 days. Travellers on their way to Nyborg leave the river at *Suoppanjarg*, 8 Kil. above Seida (see p. 269). The water of the Tana is auriferous, but the yield is too small to repay the cost of extracting the gold.

b. From Alten to Háparánda in Sweden.

705 Kil. (437 Engl. M.). This fatiguing journey occupies 11-13 days. From Alten to (140 Kil.) *Kautokeino* 4 days, thence to (200 Kil.) *Muoniovara* 3-4 days, and from Muoniovara to (365 Kil.) *Háparánda* 4-5 days.

Considerable interest attaches to this overland route, and several points on it have attained celebrity in the scientific world, from its having been trodden by *L. v. Buch*, *Acerbi*, *Martins*, *Bravais*, *Oscar Schmidt*, and other scholars and naturalists. To this day it possesses attractions for the scientific traveller and the sportsman, but can hardly be recommended to the ordinary tourist.

The best time for the journey is between the middle of August and the middle of September. Earlier in the season the myriads of mosquitoes are insufferable, and at a later period the days draw in and snow begins to fall. The traveller's passport must be *visé* by a Russian ambassador or consul (a consul at Hammerfest).

From Alten to Kautokeino (140 Kil. or 87 Engl. M.). The shorter and preferable route crosses the mountains to the W. of the Alten-Elv (the longer, about 98 Engl. M., follows the course of that river). A guide and horses should be engaged for the whole journey to *Karesuando* in Sweden. (The charge for a 'Vappus' or guide from Bossekop is 60 kr., and as much more for each of the two horses which each traveller requires.) Four *Fjeldstuer* afford shelter for the nights, but provisions must be taken for the journey. Heavy luggage should be sent round to Stockholm, or if necessary to Háparánda, by steamboat and railway; if taken across country, a third horse will be required to carry it. — The highest part of the vast mountain-tract which the route traverses is the *Nuppivarre* (2730 ft.; *varre* being the Lapp, *vara* the Finnish word for mountain). The stations are: *Gargiastue* (36 Kil.; 360 ft. above the sea), *Suolovuobme* or *Solovom* (20 Kil.; 1300 ft.), *Piggejavre* (26 Kil.; 9970 ft.), and (52 Kil.) *Kautokeino*. From Solovom geologists should pay a visit to the deposits of coal on the neighbouring *Akso-Javre*.

The longer route, following the Alten-Elv *(Alatajokki)*, crosses the *Beskadosfjeld* to the *Ladnijaure* and *Masi* (810 ft.), in order to avoid the *Sautzofosse*, the waterfalls formed by the lower part of the river; a boat is then taken on the now sluggish Alten-Elv to—

Kautokeino (865 ft.; good quarters at the Landhandler's, or at *Vorum's*, the Lensmand, who is obliging, and will afford useful information), a settlement of Lapps and a few Finns, most of whom are absent in summer, and possessing a church and parsonage.

The sides of the village-well are partially coated with ice, even in summer. A few birches thrive here, but no pines are to be seen. (*L. v. Buch*, vol. ii.; *Ch. Martins*, 'Du Spitzberg au Sahara', vol. i.)

FROM KAUTOKEINO TO KARESUANDO (100 Kil. or 62 Engl. M.), a journey of two days. The traveller may ascend the Alten-Elv by boat, or ride along its bank, to (14 Kil.) *Mortas*. Thence to —

Syvajärvi in Finland (Russia), 55 Kil. more. The frontier, which we cross 11 Kil. before reaching this place, was declared by the Danish-Swedish treaty of 1751 to be formed by the watershed between the Arctic Ocean and the Gulf of Bothnia. A ride of 28 Kil. more, traversing the watershed (about 1850 ft.) and presenting little interest, brings us to —

Karesuando (*Inn;* 1060 ft.), the first village in Sweden. The church was formerly at *Enontekis*, but when that place was annexed to Finland in 1826 it was transferred to Karesuando. The *Muonio-Elf* is here nearly 400 ft. wide. Barley is cultivated at Karesuando with tolerable success. *Petrus Lästadius*, the author of the Lapland 'Journal' (Stockholm, 1831), was once the clergyman here.

FROM KARESUANDO TO NEDRE MUONIOVARA, 100 Kil. (about 62 Engl. M.), a journey which may be accomplished in one day by boat on the *Muonio-Elf*, which forms the boundary between Sweden and Finland. The trip is an interesting one, the passage of the cataracts here being unattended with danger. It is usual to hire a boat and rowers as far as *Muonioniska* ('beginning of the Muonio') on the Finland side, or to *Muoniovara* (good quarter's at *Fostrum's*) on the Swedish side; but a fresh boat may be engaged at each of the following stations: (20 Kil.) *Kuttainen*, (20 Kil.) *Palajokko*, (30 Kil.) *Ketkisuando*, (20 Kil.) *Öfvre Muonioniska*, and (10 Kil.) *Muoniovara* (760 ft.) About 12 Kil. below Ketkisuando are seen the first pines *(Abies excelsa)*. An interesting description of the salmon-spearing in the Muonio by torch-light is given by L. v. Buch in his second volume. Muoniovara is picturesquely situated, and boasts of a few corn-fields.

FROM MUONIOVARA TO HÁPARÁNDA (365 Kil. or 226 Engl. M.) the journey is also performed by boat, first on the *Muonio*, and then on the *Torneå-Elf*. The rushing of the *Muoniokoski*, a tremendous cataract, upwards of 1 Engl. M. long, is already audible here, though nearly 1 Engl. M. distant. The descent is a most exciting trip, unsuited for nervous persons. The foaming river careers wildly through a rocky gully and over sunken rocks, lashing the sides of the boat and half filling it with water. At one point there are two falls, each about 6 ft. in height, and near each other, between which the stream has to be crossed in order to reach another narrow channel where the descent is less sudden.

'You cannot perform this passage by simply following the stream, but the boat must go with an accelerated quickness, which should be at least double to that of the current. Two boatmen, the most active and robust that can be found, must use their utmost exertions in rowing the

whole time, in order that the boat may overcome the force of the stream, while one person is stationed at the helm to regulate its direction as circumstances may require. The rapidity of the descent is such, that you accomplish an English mile in the space of three or four minutes. The man that manages the rudder can with difficulty see the rocks he must keep clear of: he turns the head of the boat directly in the line of the rock he means to pass, and when he is in the very instant of touching it, he suddenly makes a sharp angle and leaves it behind him. The trembling passenger thinks that he shall see the boat dashed in a thousand pieces, and the moment after he is astonished at his own existence. Add to all this, that the waves rush into the boat from all sides and drench you to the skin; while, at other times, a billow will dash over the boat from side to side, and scarcely touch you'. — *Acerbi.*

The first part of the journey, to (280 Kil.) *Matarengi*, is usually performed by boat; the latter part, from Matarengi to (85 Kil.) *Håparånda*, by road. The boat from Muoniovara to Matarengi, or to Ruskola a little beyond it, is manned by three boatmen and has room for two passengers only. Besides the formidable cataract just mentioned, we descend a succession of other rapids, but the dangers of the passage have perhaps been somewhat exaggerated. The cost of the boat as far as Ruskola is about 80 kr., and the trip takes $2^1/_2$-3 days. Good quarters are procurable at *Kihlangi*, *Kengis Bruk* (iron-works), *Pello*, and *Ruskola*. Between the *Kexisvara* station and that of *Kengis Bruk*, $3^1/_2$ Engl. M. below it, the large Muonio-Elf falls into the *Torneå-Elf*, which descends from the *Törneå-Träsk* (40 Engl. M. long; 1130 ft. above the sea), to the E. of the Ofotenfjord. The interesting costumes of the natives at *Pello* (265 ft.) should be observed. The *Kittis*, a neighbouring mountain, formed one extremity of a degree of longitude measured by Maupertuis in 1736.

About 3 Kil. from Ruskola lies *Öfver-Torneå*. Near it, on the Finland side, a little to the S. of the Arctic Circle, rises the *Avasaxa* (670 ft.), a hill which commands a view of the midnight sun for one week. Comp. p. 377.

From Öfver Torneå, where we leave the boat, to *Håparånda*, see p. 377.

32. From Christiania by Railway to Charlottenberg *(and Stockholm).*

143 Kil. (89 Engl. M.). RAILWAY in $4^1/_2$-$5^1/_2$ hrs. (fares 10 kr. 55, 7 kr. 65, 4 kr. 80 ø.). — The train arriving at *Kongsvinger* in the evening spends the night there and goes on to Stockholm next morning. The hotels are often overcrowded, in which case travellers sleep in the railway-carriages. Comp. p. 311.

From Christiania to (21 Kil.) *Lillestrømmen*, see p. 118. The Eidsvold line diverges here to the N., while the Stockholm railway runs towards the S.E., traversing a less interesting tract of country. Lillestrømmen lies on a narrow arm of *Lake Øieren* (330 ft.), formed by the influx of the *Lerelv* and other streams. The lake, the broader part of which begins 5 Engl. M. to the S.E., at the influx of the *Glommen*, is 20 Engl. M. in length.

29 Kil. (18 Engl. M.) *Fetsund*, where the train crosses the broad *Glommen*, just above its influx into Lake Øieren. (Steamboat every afternoon from Fetsund to *Sandstangen*, near the S. end, in 3¼ hrs.) Vast quantities of timber enter the lake here every spring on their way down to Sarpsborg and Fredrikstad. The train now follows the E. (left) bank of the river, which forms cataracts at places, all the way to Kongsvinger. 42 Kil. *Blakjer* or *Blaker;* 49 Kil. *Haga;* 58 Kil. *Aarnæs.* At *Næs*, 3½ Engl. M. to the N., the *Vormen*, descending from Lake Mjøsen, falls into the Glommen. The next stations are (67 Kil.) *Sæterstøen*, (79 Kil.) *Skarnæs*, and (87 Kil.) *Sander*. Then —

100 Kil. (62 Engl. M.) **Kongsvinger** (480 ft.; **Railway Restaurant*, with rooms to let; *Møllerud's Hotel*, *Jensen's*, both at a considerable distance from the station), formerly called *Leiren* ('the camp'), a small town on the right bank of the Glommen, with 1300 inhab., is reached from the station by a long bridge. The now dismantled *Fortress* (*Fæstning;* 770 ft.), which once played an important part in the wars between Sweden and Norway, commands a fine view.

The railway turns to the S.E. and quits the Glommen. The *Vingersø* (475 ft.), near Kongsvinger, and the long lakes near Aabogen and elsewhere are basins of a now deserted channel of the Glommen, the old bed of which is followed by the railway (comp. p. 311).

112 Kil. *Aabogen*, 122 Kil. *Eidsskog*, 133 Kil. *Magnor*, all with extensive timber-yards. The train quits the district of *Vinger*, in which Kongsvinger lies, a little beyond Magnor, and crosses the Swedish frontier.

143 Kil. (89 Engl. M.) *Charlottenberg*, the first station in Sweden, and thence to Stockholm, see R. 42.

33. From Christiania to Gothenburg by Railway.

356 Kil. (221 Engl. M.). From Christiania to *Fredrikshald*, the Norwegian '*Smaalensbane*', in 5 hrs. (fares 6 kr. 18 ø., 4 kr. 12 ø.); thence to *Gothenburg*, the Swedish '*Bergslagsbana*' in 9 hrs. (fares 16 kr. 5 ø., 8 kr. 95 ø.). Carriages changed at Mellerud. From Christiania to Gothenburg one through-train daily (with through-carriages) in 13¼ hrs. (fares 22 kr. 12 ø., 13 kr. 25 ø.).

The railway-journey is on the whole tame and uninteresting, so that were it not for the *Trollhätta Falls* (p. 291) the preference should be given to the steamboat. Between Ed and Mellerud-Sunnanå the train may be quitted for the Dalslands Canal (see p. 279). Travellers who mean to pass the night at Fredrikshald are recommended to visit *Moss*, *Fredrikstad*, and the *Sarpsfos* on the way, going on in each case by the next train. Steamers run daily from Moss, Fredrikstad, and Fredrikshald to Gothenburg. Travellers in the reverse direction are recommended to leave the railway at Moss and take one of the local steamers thence to Christiania, the approach to which by water is particularly fine.

Christiania, see p. 1. The train describes a curve round the suburb of *Oslo* and skirts the base of the *Ekeberg* (p. 12), affording a fine retrospect of the town. From (4 Kil.) *Bækkelaget* we have a good view of the islands in the *Ormsund*, with their villas. The train then skirts the *Bundefjord*, passing the country-residences of numerous Christiania merchants. 8 Kil. *Lian*. The train now ascends to (18 Kil.) *Oppegaard* (320 ft.). To the right is *Nœsodden*, a large peninsula separating the Christiania Fjord from the Bundefjord. — 24 Kil. **Ski** (420 ft.).

From Ski to Sarpsborg, 80 Kil. (50 Engl. M.), by the '*østre linie*' (uninteresting). — 6 Kil. *Kraakstad;* 13 Kil. *Tomter;* 20 Kil. *Spydeberg*. The line then crosses the broad *Glommen*, on a handsome bridge, to (29 Kil.) *Askim*, with nickel-mines. 35 Kil. *Slitu;* 39 Kil. *Mysen;* 44 Kil. *Eidsberg;* 54 Kil. *Rakkestad;* 61 Kil. *Gautistad;* 72 Kil. *Ise*. The train then runs along the *Nipen*, and crossing the Glommen by the bridge mentioned at p. 278, reaches (80 Kil.) *Sarpsborg* (see p. 277).

Near *Aas* is an agriculturul school. Beyond *Vestby* we reach (48 Kil.) *Soner*, the station for the small timber-trading town of *Holen*, on the river of that name, and *Soon* (p. 37), on the Christiania Fjord, a steamboat-station and sea-bathing place. The train now descends to the fjord and skirts the bank of the picturesque *Mossesund*, the strait between Moss and the *Gjellø*. See *Map*, p. 10.

60 Kil. (37 Engl. M.) **Moss**, see p. 37. The station is on the S. side of the town, near the sea-baths.

Steamers ply between Christiania and Moss several times daily, taking 4 hrs. to the trip. A great part of the course of these steamers lies between the *Gjellø* and the mainland.

The next stations are *Dilling*, *Rygge*, and *Raade*. Beyond *Onsø* the train crosses the *Kjølberg-Elv*, passes through a short tunnel, and soons stops at —

94 Kil. (58 M.) **Fredrikstad** (*Rail. Restaurant; Berlha Slormoen's Hotel*, 1/4 M. from the railway-station, well spoken of; **Olsen's Hotel, Isachsen's*, both more than 1 M. from the station), a town with 11,200 inhab., and a place of considerable importance owing to its situation at the mouth of the *Glommen*, Norway's largest river (350 Engl. M. long), on which the timber of the *Østerdal*, the most richly wooded district in Norway, is floated down to the sea. All the timber was originally exported hence in logs or planks, but much of it is now manufactured on the spot into doors, window-frames, etc., which are largely exported to Germany, Holland, and France. The river here is broad and deep. It is crossed by a steam-ferry. The busiest part of the town is the so-called *Forstad*, on the W. bank of the river, which contains the railway-station, a large new church, a theatre, and the 'Forlystelsehus Valhalla', the last a popular place of amusement. The old town on the left bank was founded by King Frederick II. in 1570, and was once strongly fortified.

On the *Torsøkile* (*Kile*, 'bay'), 7 Kil. to the E. of Fredrikstad, and 6 Kil. to the S. of Sannesund, lies *Hundebunden*, a pleasant sea-bathing place, also called the *Torsøkile Baths*. About 10 Kil. to the W. of Fredrikstad is the *Hankø Kystsanatorium* (three hotels and numerous villas; 'pens.' 120 kr. per month), which has daily steamboat-communication with Christiania (6 hrs.) and Fredrikstad (1 hr.)

Beyond Fredrikstad the train passes on the left some curiously worn rocks and a few isolated houses. It then crosses an arm of the Glommen and describes a wide curve towards the W. The banks of the Glommen here are covered with saw-mills, timber-yards, and brick-fields. 103 Kil. *Greaker*. The train now quits the Glommen. 106 Kil. *Sannesund*, 1/2 Engl. M. from the village of that name which serves as the port of Sarpsborg, with the quay for the steamers to Fredrikshald.

109 Kil. (67 M.) **Sarpsborg** (*Railway Restauranl; Aarland's Hotel*, well spoken of, moderate charges; *Krisliansen's Hotel*, R. 2 kr.), a small town with 2800 inhab., on the left bank of the Glommen, founded in 1840 on the site of an ancient town, which had been destroyed in 1567. To the N. of the town the river forms the lake of *Glengshølen*, and to the S.E. the magnificent waterfall of **Sarpsfos**. A delay of a few hours is enough to visit the fall, which we may reach in 25 min. from the railway-station, either by proceeding through the town, or by turning immediately to the S.E., and regaining the high-road by a pathway farther on. The river pours its vast volume of water over a ledge of rock 140 ft. in width to a depth of 74 ft., while the water above and below the fall is 25-30 ft. deep. The scene is very imposing, particularly in May and June, when the river is in flood. As usual, a number of saw-mills and manufactories have been established on the brink of the thundering waters. The fall is crossed by a *Suspension Bridge*, constructed in 1854, borne by four piers, and above it is

the new railway-bridge (see below). It is interesting to watch the timber shooting over the fall. On the E. bank there is a channel ('Tømmerrende') for the descent of the sawn wood. The gallery here (not very secure-looking) affords the best **View of the fall, which probably surpasses the Trollhätta in height and volume. It is, however, advisable to descend to the bank and walk as far as the last house, whence the fall is seen in its full extent. The *Salmon Ladder* should also be noticed. In the winter of 1702 a portion of the right bank, 2000 ft. long and 1200 ft. broad, on which lay a large farm-house, having been gradually undermined by the action of the water, was precipitated into the waterfall, a catastrophe which caused the death of fourteen persons and about 200 cattle. — From Sarpsborg to *Ski*, see p. 276.

The train now crosses the Glommen by a lofty bridge, commanding a view of the Sarpsfos to the right. 119 Kil. *Skjeberg* (128 ft.), situated in a marshy hollow; 131 Kil. *Berg* (230 ft.). The scenery here is tame and monotonous, woods and patches of arable land *(Smaa-Lene)* alternating with marshes and meadows. Farther on the train passes through several tunnels and reaches the *Iddefjord*. Stations *Rœmmen* and *Rød*. To the left rises a wall of rock. We cross the *Tistedals-Elv* and soon reach —

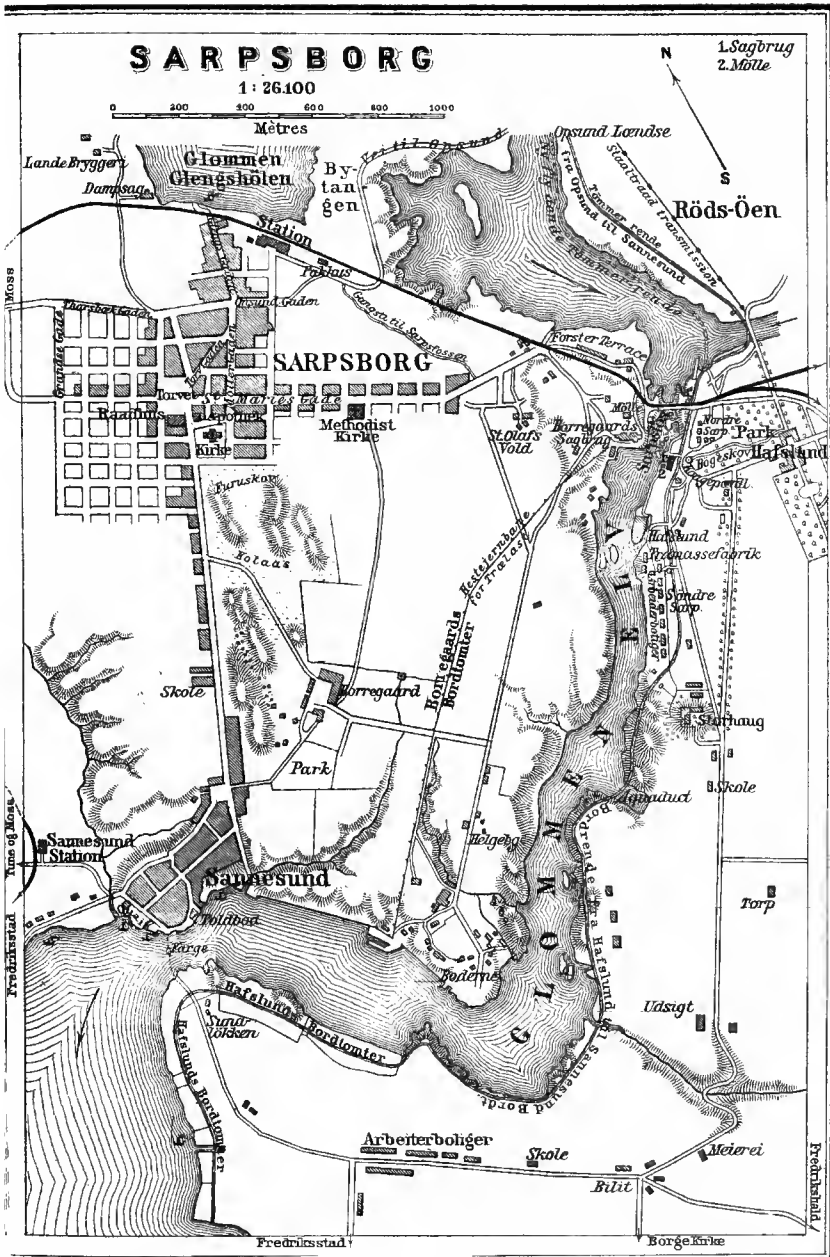
136 Kil. (84 M.) **Fredrikshald.** — **Hotels.** *Schultz's Hotel (Pl. b; D, 3), Kirkestræde, R. 2 kr. 40, B. 80 ö., German landlord; Jernbane Hotel (Pl. a; D, 3), at the railway-station, well spoken of; Svea Hotel, less conveniently situated.

Steamers to *Strömstad* (p. 282), *Gothenburg*, and *Christiania* (daily except Sun.), see R. 34. A steamer also plies to Ski (p. 276). — The ascent of the *Fredrikssten* (there and back) takes about 1½ hr., including the excursion to Wein 3 hrs. (carr. 7 kr.).

Fredrikshald, an old town, rebuilt after a fire in 1826, is picturesquely situated on both banks of the *Tistedals-Elv*, which here enters the *Iddefjord*. It is an important commercial place and one of the centres of the timber traffic of the E. districts of Norway and the adjoining parts of Sweden. On the S.E. it is commanded by the once important fortress of *Fredrikssten*. The town contains 11,200 inhab., including numerous wealthy merchants, whose handsome villas line the bank of the fjord.

Fredrikshald owes its name and its fortress to the bravery with which the inhabitants repelled the attacks of the Swedes in 1658, 1659, and 1660, in consequence of which Frederick II. exchanged its old name of *Halden* for the present form. The Swedes under Charles XII. again attacked the town in 1716, but were again unsuccessful, chiefly owing to the gallantry of the brothers *Peder* and *Hans Kolbjørnsen*. In 1718 Charles XII. besieged Fredrikshald a second time, but was shot in the trenches at the back of the fortress of Fredrikssten on 11th Dec. of that year, whereupon the siege was raised by his army.

A picturesque *Walk may be taken along the harbour (Pl. C, 4), commanding a fine view of the Fredrikssten and of the wooded islet of *Saugø*, to which we may row in a small boat (10 ö.). Crossing the island through a narrow ravine we gain on the other side (10 min.) a beautiful view of the fjord and the island of *Bratø*.


SARPSBORG
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Mètres
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SARPSBORG
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Kirke
Methodist Kirke
Torvet
Apotek
Forster Terrace
St. Olafs Vold
Park
Skole
Park
Sarpsborg Sagbrug
Hafslund
Cellulosefabrik
Sarpsfossen
Sarpsborg Bro
Sarpsborg Station
Sarpsborg Station
Sarpsborg
Fredrikstad
Moss
Fredrikshald
Sarpsborg Bro
Sarpsborg Station
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Fredriksstad
Borge Kirke
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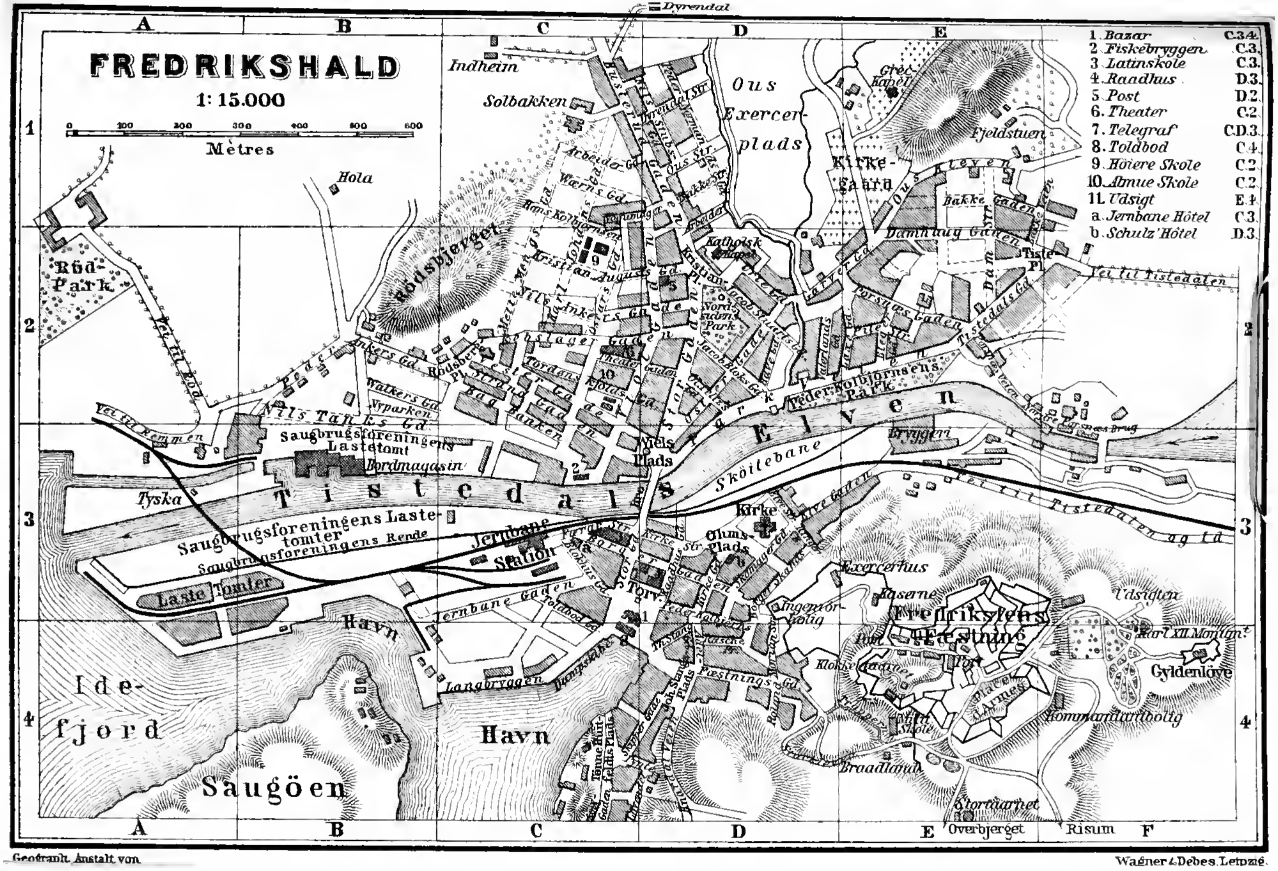

FREDRIKSHALD
1:15.000
Mètres
1. Bazar C.3.4.
2. Fiskebryggen C.3.
3. Latinskole C.3.
4. Raadhus D.3.
5. Post D.2.
6. Theater C.2.
7. Telegraf C.D.3.
8. Toldbod C.4.
9. Höiere Skole C.2.
10. Almue Skole C.2.
11. Udsigt E.4.
a. Jernbane Hôtel C.3.
b. Schulz' Hôtel D.3.
Dyrendal
Indheim
Solbakken
Hola
Ous Exercer-plads
Kirke-gaard
Fjeldstuen
Rödsbjerget
Röd-Park
Vei til Röd
Vei til Remmen
Tistedals Elven
Tyska
Saugbrugsforeningens Lastetomt
Bordmagasin
Saugbrugsforeningens Lastetomter
Saugbrugsforeningens Rende
Laste Tomter
Jernbane Station
Jernbane Gaden
Havn
Langbryggen
Ide-fjord
Saugöen
Sköitebane
Kirke
Torv.
Ohms Plads
Niels Plads
Exercerhus
Kaserne
Fredrikstens Fæstning
Udsigten
Karl XII Monum.t
Gyldenlöve
Kommandantbolig
Braadland
Stortaarnet
Overbjerget
Risum
Vei til Tistedalen
Bryggeri
Katholsk Kapel
Grec. Kapel
Bakke Gaden
Dam Str.
Nords. Park
Tönne Huitfeldts Plads
Fæstnings Gd.
Geograph. Anstalt von
Wagner & Debes, Leipzig.

From the market-place (Torvet; Pl. C, D, 3), where an unpretending monument has been erected in commemoration of the bravery of the brothers *Kolbjørnsen*, we ascend by a broad road, commanding a series of beautiful views, to the fortress of FREDRIKSSTEN (370 ft.; Pl. E, 3, 4; free admission). Inside the gate, to the left, is the **Brandbatteri* (Pl. 11; E, 4), with a flag-staff and some guns, commanding a fine view of the town and harbour. A good view is also obtained from the Klokketaarnet. To the S. and S.E. lie the forts of *Overbjerg*, *Stortaarnet*, and *Gyldenløve*. From the E. gate of the fortress a road leads to the left to (5 min.) the *Commandant Park*, a well laid out promenade enclosed by a white railing, and to the *Monument of Charles XII.*, erected in 1860 on the spot where that monarch fell in 1718. It consists of a cast-iron pyramid with an inscription by Tegnér, to the effect that the hero, 'alike in fortune and misfortune, was the master of his fate, and unable to flinch could but fall at his post'.

In returning we choose the road a few paces to the S. of the Commandant Park, and after 6-8 min. follow the broader road to the left (to 'Risum'; Pl. F, 4). In 5 min. more we reach a sign-post pointing to the left to the *Skonningsfos*. 9 min. Bridge over the Tistedals-Elv, affording a view of the château of Wein (upstream). We now ascend gradually along the road on the left bank to (½ hr.) the TISTEDAL, a valley containing a succession of picturesque waterfalls and several mills and manufactories. We then cross the bridge to the left and reach (10 min.) the high-lying yellow country-house of *Wein* (pron. 'Vane'), which commands a view of the Femsjø (p. 280) and of the Tistedal, extending down to Fredrikshald. We then retrace our steps to (8 min.) a point near the church and follow the valley, keeping to the right, to (35-40 min.) the Skonningsfos Bridge, from which 20 min. more bring us to *Peder Kolbjørnsen's Park* (Pl. D, E, 2).

To the W. of Fredrikshald lie the beautiful park and villa of *Rød* (Pl. A, 2), the former open to the public (view).

The STEAMBOAT VOYAGE FROM FREDRIKSHALD TO VENERSBORG by the Dalslands Canal (c. 160 Kil. or 100 Engl. M.; thrice weekly, in 2 days) is now comparatively seldom made since the opening of the railway described in R. 37. Travellers, however, who desire to see a little of the Swedish canal system are recommended to choose this route from Ed to Sunnanå. The steamer 'Laxen' is small but comfortable.

The **Dalslands Canal** was constructed in 1863-68 by *Baron Nils Ericson* (brother of the 'caloric' engineer John Ericson), at a cost of 1½ million kr. Its locks and sluices are among the greatest triumphs of engineering skill in Sweden. The scenery through which the canal passes is pleasing, though not grand.

A short branch-railway runs from Fredrikshald to *Ed* and to the 'Lastplats' *Lee*, on the W. bank of the *Stora Lee* (330 ft.), a narrow lake 35 Engl. M. in length. We now embark on the canal steamer, which first steers to the N. to *Foxen*, as the N. end of the Stora Lee is called, and then to the S. to *Trankils-Kyrka* and *Lennartsfors*, a waterfall which it passes by means of three locks. It then enters *Leelången* (305 ft.), a lake 30 Engl. M. long. Near *Gustafsfors*, a station on the E. bank halfway down the lake, another canal diverges to the *Vestra* and *Östra Silen*

lakes, to which a steamboat usually plies weekly. At the S.E. end of Leelången we pass through the two locks of —

Bengtfors (*Gästgifvaregården*), where the steamers in the opposite direction spend the night. The steamer now descends what may be termed a staircase of five locks to (6 Engl. M., while the traveller may walk) —

Billingsfors (*Gästgifvaregården*), where the steamer spends the night (7¼ hrs. from Strand). Billingsfors is prettily situated, and the neighbouring *Kasberg* commands a fine view.

We now enter the *Laxen-Sjö* (245 ft.), on the E. bank of which lies *Baldersnäs*, a charming country-house belonging to Hr. Wärn, a merchant of Gothenburg, with pleasant grounds, hothouses, etc. (curious grottoes in the limestone-rock). — Six more locks next descend to *Råvarpen* (192 ft.), and another at *Katrineholm* to *Åklången* (185 ft.), a narrow lake with wooded banks, at the S.E. end of which we reach —

***Håfverud** (*Inn*), the most striking point on the canal. Great engineering difficulties had to be overcome here by Ericson's genius. As the loose nature of the soil on one bank and the rocks on the other rendered it practically impossible to construct a canal adjoining the river here, Ericson conceived the bold plan of throwing an aqueduct (105 ft. long and 13 ft. wide) over the waterfall itself, and in the execution of his plan he has been eminently successful. The scenery at this point is also pleasing. While the vessel descends the four locks, the passenger may land and ascend to a small *Temple* on the left (E.) bank, which affords a fine view.

Below Håfverud are the two *höljar* of *Öfre* and *Nedre Holn.* (*Hölja*, a calm reach between two waterfalls.) Two locks descend thence to the *Upperudhölja*, beyond which the steamer traverses the *Hjerteruds-Sund* and the *Svanfjord*. Lastly it descends through the largest of all the locks to *Köpmannabro* (p. 364) on Lake Venern (155 ft.), and steers along the W. bank of Lake Venern (about 3½ hrs. more) to —

Venersborg (9½ hrs. from Billingsfors). Thence to Gothenburg, see R. 37.

Soon after leaving Fredrikshald we have a view of a huge wall of debris, penetrated by the *Tistedals-Elv*. The train then quits the *Tistedal* (p. 279) by a short tunnel at (86½ M.) *Tistedalen*, and runs along an ancient moraine, resembling an artificial embankment.

At (140 Kil. or 87 M.) *Femsjøen* we obtain a beautiful view of the lake of that name (275 ft.), which is about 4 Engl. M. in length and covered with timber-rafts. The Femsjø is connected with the large *Aspern* (340 ft.), the *Aremarks-Sjø*, the *Ødemarks-Sjø*, the *Ørje-Sjø*, and other high-lying lakes by canals constructed to facilitate the timber traffic. A small steamboat ('Turisten') plies thrice weekly to Skullerud (a pleasant though seldom made trip). The fortress of Fredrikssten is visible to the W. for a short time. The train passes through several tunnels. Glimpse to the right of part of the fjord of Fredrikshald. Beyond (150 Kil.) *Aspedammen*, to the left, a view is obtained of the *Ørsjø*. Large stacks of timber are passed near (158 Kil.) *Præstebakke*, beyond which we enter a thickly wooded district. 167 Kil. *Kornsø* (475 ft.) is the last Norwegian station.

The line now crosses the Swedish frontier. The district, which is almost uninhabited, is marked by the traces of numerous forest conflagrations. At (177 Kil. or 110 M.) **Mon** (*Rail. Restaurant*, D. 1½ kr.; comp. p. xx), the first station in Sweden, the custom-

house examination takes place (comp. p. 311). Beyond Mon the train traverses a large and bleak heath, surrounded by barren hills. 185 Kil. *Hökedalen*.

189 Kil. (117 M.) **Ed** *(*Rail. Restaurant)*, picturesquely situated above the *Stora Lee*. The through-train in the reverse direction arrives here at the same hour, and time is allowed here for dinner. Close to the railway-station is a small monument to *John Ericson*, the engineer (d. 1889). A few paces farther on we obtain a fine view of the lake. — A short branch-line runs hence to (3 Kil.) the 'Lastplats' *Lee*, the terminus of the steamers on the Dalslands Canal (see p. 279).

The district beyond Ed abounds in marshes, and the scenery is monotonous. 207 Kil. *Bäckefors*. The train traverses a tunnel, passes the *Tiåkersjö* on the right, and reaches (217 Kil.) *Dalskog*. Farther on we pass, on the left, *Lake Venern* and the small chalybeate baths of *Råstok*.

233 Kil. (145 M.) *Mellerud*, the junction of the Bergslagsbana (R. 49) and of the line to (3 Kil.) *Sunnanå* on Lake Venern. — From Mellerud to (356 Kil. or 221 M.) *Gothenburg*, see R. 49.

34. From Christiania to Gothenburg by Sea.

325 Kil. (201 Engl. M.). STEAMBOATS. The paddle-steamers *Christiania* and *M. G. Melchior* ply once or twice weekly, and the Swedish steamers *Södra Sverige* and *Skandia* ply weekly (leaving Christiania on Wed. afternoon and Gothenburg on Sun. afternoon) from Christiania direct to Gothenburg in 14 hrs. Their course lies outside the island-belt, and the sea is apt to be somewhat rough. Travellers who are inclined to sea-sickness may therefore prefer one of the slower boats, *Oscar Dickson*, *Albert Ehrensvärd*, or *Uddevalla*, which perform most of the voyage *indenskærs*, or within the island-belt, taking 24-30 hrs. on the way. They leave Christiania on Tues., Thurs., & Frid. evenings and Sat. afternoon, and Gothenburg on Sun., Wed., Thurs., & Frid. mornings. The chief intermediate stations are *Strömstad* (whence local boats also ply several times weekly to *Fredrikshald*), *Grebbestad*, *Fjellbacka*, *Lysekil*, and *Marstrand*. Comp. *Norges Communicationer*, Nos. 1, 2, 3, 5, 7. The mouth of the Christiania Fjord is very beautiful, but is unfortunately passed at night by most of the steamers leaving Christiania.

After the beautiful Fjord of Christiania is left behind, the coast scenery on this route is uninteresting, especially to those who have seen that of Norway, but the climate here is said to be unusually healthy, and the sea-bathing places are much frequented in summer. The water is much salter and purer than in the recesses of the long Norwegian fjords. At some of the watering-places there are also mud-baths *(gyttjabad)*. The inhabitants are chiefly fishermen, descendants of the ancient vikings, who have left representations of their exploits in the '*Hellerristningar*' which are still to be seen in the parish of *Tanum* near *Grebbestad*, at *Brastad* near *Lysekil*, and elsewhere. At many points on the coast there are still remains of ancient castles, tombs, stone chambers *(valar)*, and monuments *(bautastenar)*, so that this region *(Bohuslän)* is justly

regarded as one of the cradles of the early sagas of the North. The fishermen are not unfrequently prosperous and wealthy, especially those of *Smögen*. The cod, herring, lobster, and oyster fisheries are the most important. Windmills crown almost every small eminence. The thousands of islands through which the steamer threads its course are little more than bare rocks.

The *Fjord of Christiania down to *Moss* is described in R. 5. Below Moss the fjord gradually widens, and the scenery becomes less interesting. At the mouth of the fjord the steamer steers to the E. into the picturesque fjord of *Fredrikstad* (see p. 277). — It then passes the *Hvaløer* on the right (on the largest the watering-place of *Kirkø*) and the *Singeløer* on the left, and enters the *Svinesund*, a long, narrow fjord, on a bay of which (the *Iddefjord*) lies —

Fredrikshald, commanded by the fortress of *Fredrikssten* (see p. 278). After calling at Fredrikshald the steamer descends the *Svinesund*, which here forms the boundary between Sweden and Norway, again passing the Hvaløer on the right.

The first Swedish station is **Strömstad** (*Gästgifvaregård*, *Stadshôtel*, each with restaurant; private apartments also procurable), a town with 2350 inhab., and a favourite watering-place, situated at the efflux of the *Strömså* from the *Strömsvatn*. The *badgyttja* ('bath-mud'), which possesses sanitary properties, is obtained from the *Boijarvik*, to the N. of the town, near the mineral spring *Lejonkällan*. In the environs are numerous caverns *(bergsgrottor;* the largest of which is *Österrödshålan)* and giant cauldrons *(jättegryttor)*, which have been formed partly by the action of water and partly by that of ancient glaciers. Strömstad is a great depôt of oysters and lobsters.

Beyond Strömstad the steamer steers through the narrow *Harstensund*, with the mainland on the left and the islands on the right. To the right we observe the *Nordkosters Dubbelfyr* (lighthouse). Near *Grebbestad* was fought the battle of *Greby*, where there are numerous tombstones.

A road leads hence to *Tanum* (Helleristninger, p. 281), the *Bullare Sjöarne* (two long, narrow lakes), *Östad* (*Inn), *Hofsäter*, *Ejde Bratta* (755 ft.), and *Strömstad* (see above). From Hofsäter we may drive to *Barby*, in Norway, whence a steamer plies to Fredrikshald.

The next station is *Fjellbacka*, with 800 inhab., the central point of the Swedish anchovy-trade, curiously situated at the foot of a precipitous wall of rock. The rock is penetrated by the *Rammelklåva* or *Djefvulsklåva*, a narrow cleft, near the top of which are several large stones wedged in between the opposing sides. The traveller may walk to the end of this singular gorge. To the W. are the *Väderöar* and the *Väderbodsfyr*. We now enter the *Sotefjord*, with its numerous sunken rocks *(blindskär)*. On the peninsula of *Sotenäs* to the left are the fishing-villages and bathing-places *Smögen*, *Grafverna*, and *Tången*, beyond which is the

Malmö, inhabited by the *Malmöpyltar* or *Malmöbarn*, a small and peculiar race, supposed to be a remnant of the aboriginal Finnish population of Sweden. About 4 M. from Fjällbacka is —

Lysekil *(*Hôtel Bergfalk; Stora Badhuset)*, a favourite watering-place, with 1750 inhab., lying on the S. extremity of the long peninsula of *Stångenäs*, to the E. of which is the *Bokenäs*. Between these peninsulas lies the *Gullmarsfjord*, extending to the N.E. to *Sallkällan*, a little beyond which lies *Qvistrum*, a prettily situated place. In spite of its almost total want of shade Lysekil surpasses even Marstrand in popularity as a sea-bathing resort. The bathing arrangements are good, and there are numerous tasteful villas. Fine sailing-boats for hire at 1 kr. per hour.

Beyond Lysekil some of the smaller coasting steamers take the inner course *('inre vägen')*, passing through the *Svanesund* and between the islands of *Orust* and *Tjörn* and the mainland. On their way they touch at *Uddevalla* (p. 293), *Stenungsö* (pleasant excursion hence to the lake of *Hällungen* and the rising town of *Ljungskile*), and several other small watering-places.

Most of the steamers, however, take the outer course *('ytre vägen')*, steering to the W. of the islands of *Skaftöland*, *Orust*, and *Tjörn*. In Skaftöland are *Fiskebäckskil* and *Grundsund*, inhabited by fishermen and seafaring men. The next station is *Gullholmen* on the *Hermanö*. Farther on are seen the red houses and church of *Mollösund*, on the island of Orust. The rocks are covered with *Klipfisk* (p. 245). The large steamers now pass through the *Kirkesund*, the smaller through the *Albrektssund*. Between Lysekil and Marstrand are the large lighthouses *Måskärs Fyr* in Orust, to the W. of Mollösund, and *Hamnskärs Fyr*, near the dangerous *Paternoster Skär*, to the N. of Marstrand. Several other ligthhouses are also passed on this voyage, and every harbour has its distinguishing beacon. About $4^1/_2$ sea-miles from Lysekil, we next reach —

Marstrand *(Stads-Hotellet)*, a town with 1400 inhab., on the E. side of a small island, visited by about 2000 sea-bathers annually. The handsome church of St. Mary dates from 1460. The sea here is generally calm, being protected by the island-belt, and the water is strong and bracing owing to the large quantity of salt it contains. The mild climate has gained for Marstrand the name of the 'Swedish Madeira'. Opposite the town, to the W., rises the fortress of *Karlsten*, the 'Gibraltar of the North'. To the N. is the *Koö*, with the small bathing-place of *Arvidsvik*. Small steamers ply regularly between Marstrand and Gothenburg. — About $2^1/_4$ M. farther S. the steamboat reaches the mouth of the *Göta-Elf*, which it now ascends to —

Gothenburg, see R. 35.

35. Gothenburg.

Comp. the Plan, p. 290.

Arrival. The large sea-going steamers land at the *Skeppsbron* or at the *Stora Bommens Hamn* (Pl. F, 2), the canal steamers at the *Lilla Bommens Hamn* (Pl. G, 1), both at some distance from the hotels. Comp. *Sveriges Kommunikationer*, where under 'Göteborg' a complete list is given of the steamers sailing 'Norrut, Österut, Söderut, and Vesterut'. Hotel-omnibuses (75 ö.) and cabs (see below) meet the steamers. The *Stockholm Railway Station* (Pl. H, 1, 2) is quite close to the hotels, so that it is needless to take the omnibus. The station of the *Bergslags Bana* (Pl. H, 1; RR. 36, 48) is a little farther off.

Hotels. *Haglund's Hotel & Göta Källare (Pl a; H, 2), in the Södra Hamngata, two separate houses, R. from 1½ kr., meals *à la carte*; *Christiania (Pl. b; H, 2), Drottning-Torget 4, R. from 2 kr. — Royal (Pl. c; H, 2), Östra Långgatan 8; Hôtel Kung Karl (Pl. d; H, 2), Köpmansgatan 54. — *Hôtel Karl XV. (*Den Femtonde*; Pl. d; H, 2), Köpmansgatan, near the station, unpretending.

Restaurants. At the above-mentioned hotels; *Börsen*, Gustaf-Adolfs-Torg; *Frimurarelogen*, Södra Hamngatan 31; *Hinriksberg*, at *Stigbergsliden* (Pl. C, 3), with view of the harbour. — **Cafés** *(Schweitzerier)*: *Börsen*, see above; at the *Trädgårdsförening, p. 286; *Lehnard's Café* (and confectioner's), Södra Hamngatan 59.

The Gothenburg Licensing System, which has given rise to so much controversy, has been in operation here for many years and is said to have worked well. It is at least certain that drunkenness has diminished greatly of late years. The system was also introduced at Stockholm in October, 1877, and the results are said to have been beneficial. The leading features of the system of licensing, or rather of *non*-licensing, are that a company is empowered to buy up all licenses and existing rights, and to open a limited number of shops for the sale of pure and unadulterated spirits, the salaried managers of which have no interest whatever in the sale of the spirits. The company, which is under the supervision of the municipality, after deducting interest at the rate of 5 per cent on the capital expended, hands over the whole of the surplus profits to the civic authorities, thus affording very substantial relief to the rate-payers, and to some extent throwing the burden of maintaining the poor upon those who impoverish themselves by their own intemperance.

Post Office (Pl. 23; F, 2), Skeppsbronn; branch-offices at Köpmansgatan 52 and Majorna Huset 67. **Telegraph Office,** in the Museum (Pl. 27; G, 2), Norra Hamngatan 12.

British Consul, *John Duff, Esq.* — **United States Consul,** *E. A. Man, Esq.*

Money Changers. *Riksbanken*, Södra Hamngatan 27; *Göteborgs Enskilda Bank*, Drottninggatan 11; *Skandinavisk Bank*, Vestra Hamngatan 6; *John Odell*, Franskatomten, by the Skeppsbro; *G. W. Schröder*, *Bröderna Larson*, both in the Norra Hamngatan.

Cabs *(Droskor)*. Per drive within the town, 1-2 pers. 75 ö., 3-4 pers. 1 kr.; longer drive 1¼-3¾ kr.; to the Slottsskogs-Park 1¾ or 2¼ kr. — For one hour 1-2 pers. 1½ kr., 3-4 pers. 2 kr.; each additional ½ hr. 60 or 75 ö. — Each large article of luggage 10 ö.

Tramways from the *Brunns-Park* (Pl. 15; G, 2) to *Stigbergsliden* (Pl. C, 3), to the entrance of the *Slottsskogs-Park* (Pl. E, 5), past the Theatre and the Trädgårdsförening to the *Lorensberg* (Pl. H, 4) and on to *Getebergsäng*, and through the Stampgatan to *Redbergslid*. Fare in each case 10 ö.

Steamboats ply from Gothenburg to *Christiania*, *Fredrikshavn*, *Copenhagen*, *Hamburg*, *London* (weekly), *Hull* (weekly), *Edinburgh* (fortnightly), etc. For details, see *Sveriges Kommunikationer*. — Small steam-launches *(Angslupar)* also ply frequently from *Skeppsbron* (Pl. E, F, 2) to *Klippan* (every ½ hr.), *Majorna* (every ¼ hr.), *Nya Varfvet* (hourly), *Nya Elfsborg* and *Långedrag*, *Bratten*, and *Stjernvik* (sea-baths).

Sea Baths at *Långedrag* (pleasant excursion by steam-launch, see above; 'Kallbad' 75 ö., 'Varmbad' 1 kr.; Café Miramar) and at *Stjernvik* (see above).

River Baths by the *Hisingbro* (Pl. G, 1). Warm Baths in the *Renströmska Badanstalt* (Pl. 25; F, 2).

English Church in the Rosenlundsgata (reached by the Ekelundsgata from the W. end of the S. Hamngata).

Favourite Resorts. *Trädgårdsföreningen* (p. 286; music in the evening), adm. 10 ö.; *Lorensberg* (Pl. H, 4), with a bust of *Wadman*, the poet, by *Molin*, adm. 25 ö.; *Slottsskogs-Park*, p. 287. A Sunday 'Lusttur' to the '*Skjære*' (Lysekil, p. 283) is interesting for the view it affords of the pleasures of the people; comp. the newspapers for Saturday.

Gothenburg (57° 42′ N. lat.), Swed. *Göteborg* (pron. *Yoteborg*), a busy and prosperous commercial city, with 90,000 inhab., lies on the *Götaelf*, about 5 Engl. M. from its mouth, and possesses an excellent harbour, which is rarely closed by ice. The wide plain surrounding the town, though diversified with a few barren gneiss hills, is unattractive. The town itself presents a remarkably handsome and pleasing appearance, for which it is largely indebted to the enterprise and public spirit of the wealthier inhabitants. The suburbs of *Gullbergs Vass* and *Stampen* to the E., *Haga*, *Albostaden*, and *Annedal* to the S. and S.W., and *Masthugget*, *Majorna*, and *Nya Varfvet* to the W. now form part of the town.

Gothenburg is quite a modern place, having been founded in 1619, and it is to the Dutch settlers of that period (including the wealthy *Abraham Cabeliou*) that it owes the peculiar form of its streets and canals. The first great impulse to its commerce was given by the great continental blockade (1806), during which it formed the chief depôt of the English trade with the north of Europe. The principal foreign merchants now resident here are Scottish and German. The principal manufactures are cotton, machinery, and sugar. The numerous breweries and the ship-building wharfs are also conspicuous features.

The business-centre of the town, about equidistant (8 min.) from the railway-station and the principal steamboat-quay, is the **Gustaf-Adolfs-Torg** (Pl. G, 2), on the N. side of which rises the **Börs** (Pl. 14), or *Exchange*, the finest edifice in Gothenburg, erected in the Renaissance style in 1849, and embellished with twelve cast-iron columns in front. To the W. of it is the **Rådhus** (Pl. 24), or *Town Hall*, designed by *Nic. Tessin*, and built in 1670, but afterwards considerably altered. Behind it rises the German **Christina-Kyrka** (Pl. 8). The centre of the Torg is embellished with a *Statue of Gustavus Adolphus* (Pl. 16), the founder of Gothenburg, designed by *Fogelberg*. This was the second statue cast from the same model. The first was wrecked when on its way from Hamburg to Gothenburg, and was recovered by sailors of Heligoland, who claimed so exorbitant a sum for salvage that the Gothenburgers refused to pay it, and preferred ordering the statue to be executed anew (1854). The original statue now adorns the Domsheide at Bremen.

At the S.E. angle of the Torg is the junction of the *Stora-Hamn-Kanal* and the *Östra-Hamn-Kanal*, the two most important

of the canals intersecting the town. The former is flanked with the handsome quays called the *Norra* and the *Södra Stora Hamngata*. — In the angle formed by these two canals lies the *Brunns-Park* (Pl. 15; G, 2), with pretty grounds, a handsome new fountain, and an establishment for warm baths.

At Norra Stora Hamngatan 12, in the building of the old East India Company, is the **Göteborgs Museum** (Pl. 20; G, 2), a meritorious collection of pictures, natural history specimens, historical relics, and industrial objects (admission on week-days 10-2.30 and 4-6, and on Sundays, 12-3; fee 25 ø., free on Wed., Frid., & Sun.).

The Natural History Collection includes admirable specimens of most of the fauna of Scandinavia, among the most conspicuous being a fine eland *(Elg)* and a whale. A collection of plaster masks of distinguished men and notorious criminals is also shown here. — Upstairs are the Pictures *(Taflor)*, the best of which are: *Tidemand*, Bear-hunters, Rustic visitors; *Gude*, Landscape; *Möller*, The Sognefjord; *D'Unker*, Waiting-room, Dressing-room; *Hellqvist*, Louis XI.; *Forsberg*, Rope-dancers. Here also is a marble group of Cupid and Psyche, by *Fogelberg* and *Molin*.

A few paces to the W. of the Museum is the *Harbour*, with the *Stora Bommens Hamn* (Pl. F, 2), the landing-place of the large steamers. Close to this point is the *Post Office* (Pl. 23), opposite the *Custom House*. On an elevation to the right stands the *School of Navigation* (Pl. 21; G, 1). A little farther on are the *Prison* and the *Lilla Bommens Hamn* (Pl. G, 1), the landing-place of the local steamers.

To the S. of the Stora Hamn Canal, near the harbour, is the *Landshöfdingsresidenset* (Pl. 26; F, 2), or residence of the governor of the district. We then traverse the Stora Badhusgatan and ascend a flight of stone steps to the left, at the head of which we turn to the right to the top of the rocky **Stora Otter-Hälleberget** (Pl. F, 2), which commands a good view of the town and harbour. To the S., on another hill, is the *Artillery Station* (Pl. 12), beyond which is the entrenchment of Kronan. To the W. is the *Skeppsbro* (Pl. E, F, 2), a long quay from which the steam-launches start. At the S. end of the Skeppsbro is the *Rosenlunds Canal* (Pl. E, 3), where a number of fishing-boats from the *Bohusläner Skär* (islands of the coast-district between Gothenburg and Strömstad) usually lie with their cargoes of 'Klipfisk' caught and dried on the W. coast of Norway.

To the E. of this point the Södra Stora Hamngata leads to the *Wallgraf* ('moat'), to the left of which is the *Stockholm Railway Station* (p. 284) in the Drottningtorg. Beyond the Wallgraf lies the ***Garden of the Horticultural Society** (*Trädgårdsföreningens Lokal;* Pl. H, 2, 3), with its hothouses and exotic plants (restaurant; music in the evening; adm. 10 ö., hothouses 25 ö. extra).

On the S.W. side of the Wallgraf extends the pleasant *Kungs Park*, intersected by the *Nya Allee*, adjoining which is the *New Theatre* (Pl. 22; G, 3), completed in 1850. In front of the theatre is placed a replica of Molin's **Bältespännare* (p. 341). To the S.

runs the Nya Allee, with a number of handsome private residences, including the villa of *Mr. Oscar Dickson*, so well known for his energy and liberality in organising Arctic expeditions and initiating other public and philanthropic enterprises. The grounds, to which visitors are admitted, contain some fine points of view. To the S. of the Nya Allee are the Vasagatan, Engelbrektsgatan, and other handsome new streets.

Farther on, on the left side of the Nya Allee, rises the **Haga-Kyrka** (Pl. 5; F, 4), the church of the suburb of that name, designed by *Edelsvärd*, and erected in 1856, a great part of the cost having been defrayed by Mr. David Carnegie, a wealthy Scottish brewer. We now turn to the S. (tramway), cross the *Annedal*, a quarter inhabited by artizans, and reach the *Slottsskogs-Park* (Pl. D, 6; cab, see p. 284), which deserves a visit. On the S. side is a 'Schweitzeri' or café. — In returning from the Slottsskogs-Park we should make for the ***Utsigtsplats** (Pl. D, 5), the northernmost summit of the rocky ridge to the W. of the park (denoted by a flag-staff). The extensive view affords a good idea of the rocky character of the district. From the top a footpath leads to the N. to the *Masthuggstorget*, on the W. side of which lies the *Sjömanshem*, erected on the occasion of the Silver Wedding of the King and Queen of Sweden. Close by is the tramway-terminus, and near it the *St. Johannis Kyrka* (Pl. 6), a few hundred paces beyond which is the loftily situated restaurant of *Hinriksberg*, commanding an admirable view, particularly by evening-light. Opposite lies the island of *Hisingen*, enclosed by two branches of the Götaelf and containing *Lindholmens Mekaniska Verkstad*, where many of the useful Swedish steam-launches are built. — To the W. of Masthugget, on rising ground, is the suburb of *Majorna*, containing the *Karl Johans Kyrka* (Pl. 1), several extensive shipbuilding yards, and the *Porter Brewery* and *Sugar Factory* of Mr. Carnegie.

Among the other churches of Gothenburg may be mentioned the **English Church** (Pl. 3; F 3), in the Rosenlunds-Gata, at the S. end of the Kasernen-Torg, and the Roman Catholic *St. Josephs-Kapelle* (Pl. 7; G 1), in the Spanmålsgata.

To the S.E. of the town lies a quarter containing the numerous pleasant-looking villas of the wealthy merchants of Gothenburg, which may be visited by carriage. Most of them lie on the *Danska Vägen*, the prolongation of the Korsvägen (comp. Pl. I, 4). Many of the gardens and parks are open to the public.

The interesting *New Cemetery* ('Nya Begrafningsplatsen') contains a monument to Bengt Fogelberg by Molin, that of Sven Rensström by Scholander, etc. The Redbergslid tramway runs near it.

36. From Gothenburg to Helsingborg *(Copenhagen)*.

243 Kil. (151 Engl. M.) RAILWAY *(Vestkustbanan)* in 6¼-11¼ hrs. (fares 17 kr. 5 ö., 12 kr. 80 ö., 8 kr. 55 ö.; express 18 kr. 25 ö., 14 kr. 65 ö., 9 kr. 80 ö.).

The STEAMERS 'Kristiania', 'Dronning Lovisa', and 'Aarhus' ply direct from Gothenburg to *Helsingborg* (and *Copenhagen*) four times weekly in 14-20 hrs. The 'Halland Steamers', which leave Gothenburg daily and reach Copenhagen in about 30 hrs., call at *Vorberg*, *Halmstad*, *Helsingborg*, and *Landskrona* (p. 385). — The steamboat-course traverses the *Kattegat*, or entrance to the Baltic Sea, which enjoys an ominous reputation for its storms and currents. The current through it generally runs for 24 days towards the S. and 10 days towards the N.

Gothenburg, see p. 284. The train crosses the *Mölndalså* by a viaduct 660 yds. long and 16 ft. high and reaches *Almedal* and (8 Kil.) *Mölndal*, two manufacturing places with cotton-spinning and weaving mills. We then cross the Mölndalså and traverse a marshy district. 18 Kil. *Lindome;* 23 Kil. *Anneberg.* Beyond (28 Kil.) *Kongsbacka*, an unimportant town giving name to the large *Kongsbacka Fjord*, we cross the *Rolfså*, the outlet of *Lake Lygnern*, a high-lying mountain-lake to the E. Passing (36 Kil.) *Fjärås*, the train next traverses the plain of *Dufveheden*, which is protected from the inundations of Lake Lyngern by the deposits of an old moraine *(Fjärås bräcka).* We descend the valley, passing the large villages of *Tom* and *Torpa.* On a peninsula to the right is the old manor of *Tjolöholm.* The valleys ensconced between the bare rocks bordering the fjord are fertile and carefully cultivated. 47 Kil. *Åsa.* 52 Kil. *Frillesås;* the village of this name lies 3 M. to the E., in the valley of the *Löftaå.* The line crosses the Löftaå and skirts the *Vendelsö Fjord.* 60 Kil. *Backa.* — 64 Kil. (40 Engl. M.) *Åskloster*, on the left bank of the *Viskaå*, which here flows into the *Klosterfjord* and is crossed by the railway. Large peninsulas stretch into the sea. To the right is the village of *Årnäs*, on the site of the trading-town of *Aranäs*, which was destroyed by the Norwegians in 1265. The train crosses the *Himlaå.* The large island of *Getterö*, seen to the right, marks the end of the *Skärgård.*

77 Kil. (48 Engl. M.) **Varberg** *(Varberg's Hotel)*, an old town with 4200 inhab., much visited for sea-bathing. To the W. (right) rises the old castle, now used as a house of correction.

FROM VARBERG TO BORÅS *(Herrljunga)*, 85 Kil. (52½ Engl. M.), railway in 3½-4½ hrs. (fares 5 kr. 10, 3 kr. 40 ö.). The intermediate stations are unimportant. The last two, *Viskafors* and *Rydboholm*, possess large cotton manufactories. For *Borås*, and the prolongation of the line to join the main railway, see p. 294.

Beyond Varberg the train runs through a cutting in the *Apelsviksberg*, passes several villages, and reaches (87 Kil.) *Himle.* To the E. of (91 Kil.) *Tvååker* are the villages of *Jernmölle* and *Jernvike*, with an iron mine known since the 12th century. 99 Kil. *Långås.* To the right, near *Lis*, is the château of *Lindhult*, and farther on is the church of *Stafsinge.* — 108 Kil. (67 Engl. M.) *Falkenberg*, a town of 1800 inhab., with salmon-fisheries on the

Ätraå, which the train crosses. — 118 Kil. *Hebery;* 122 Kil. *Slöinge.* The train crosses the *Suseå*, which receives the waters of the *Storå* at the modern turreted château of *Mostorp.* The village of (127 Kil.) *Getinge* lies on the opposite bank of the Storå. We now pass through a fertile, well-wooded, and hilly country. To the left are the large farms of *Susegården* and *Fröllinge;* to the right the farm of *Bårarp* and the churches of *Refvinge* and *Steninge.* 131 Kil. *Brännarp;* 135 Kil. *Harplinge;* 140 Kil. *Gullbrandstorp.* We now traverse a sandy pine-grown district, with the large estate of *Vapnö.*

151 Kil. (93½ Engl. M.) **Halmstad** *(Hôtel Mårtenson; Svea)*, with 9800 inhab., the seat of the governor of the province of *Halland*, with an old church and an old castle, lies on the N. bank of the *Halmstadsbugt*, at the mouth of the *Nissaå*, which the railway crosses by a handsome iron bridge. It is a centre of the 'Halmstadslax', or salmon fishery.

From Halmstad to Nässjö, 196 Kil. (122 Engl. M.), express in 6 hrs. (fares 15 kr. 70, 11 kr. 80, 9 kr. 80 ö.), ordinary train in 11 hrs. (fares 12 kr. 75, 9 kr. 80, 7 kr. 88 ö.). The train ascends the valley of the *Nissaå.* 5 Kil. *Sperlingsholm*, an old estate of Baron Sperling, with a modern château and a large park. Most of the other stations are unimportant. Some of them have large saw-mills. 115 Kil. **Vernamo**, with an important annual fair. — 143 Kil. *Skyllingaryd*, with various factories. — 151 Kil. *Götafors.* — 196 Kil. *Nässjö*, see p. 306.

Beyond Halmstad we cross the *Fylleå* and reach (159 Kil.) *Trönninge.* 162 Kil. *Eldsberga;* 168 Kil. *Genevad;* 170 Kil. *Veinge;* 175 Kil. *Laholm*, an old town with 1600 inhab. on the *Lagaå;* 180 Kil. *Vallberga.* Near (184 Kil.) *Skottorp* are the estates of *Gamla* and *Nya Skottorp*, where we cross the *Smedjeå*, and *Dömestorp*, where Charles XI. married Princess Ulrika Eleanor of Denmark in 1680. — The train now crosses the *Stensâ* and quits the province of *Halland.* — Beyond (191 Kil.) *Båstad* we ascend the valley of the *Sinarp.* From (198 Kil.) *Grefvie*, which affords a good view of the sea and the Kullen, we descend the *Hallandsås*, a diluvial range of hills, 650 ft. in height, extending to the S.E. to Skåne, which is intersected by other chains of similar character. These hills *(Åsar)* consist chiefly of sand and loose stones, and are either the huge moraines of primeval glaciers, or ancient submarine deposits. — 204 Kil. *Förslöf;* 208 Kil. *Barkåkra.*

213 Kil. *Engelholmshamn*, on the *Bay of Skelderviken.* To the right lies the fishing-village of *Skepparkroken.*

216 Kil. (134 Engl. M.) **Engelholm** *(Hôtel Thor; Vega)*, a town of 2100 inhab. on the *Rönna-Å*, with considerable fisheries and a trade in grain. It is also a station on the railway to Landskrona (p. 385). — We now cross the *Vegeå* and reach (222 Kil.) *Vegeholm* and (225 Kil.) *Rögle.*

229 Kil. (142 Engl. M.) *Kattarp*, the junction of the railway from *Åstorp* (p. 388) to *Höganäs.*

From Kattarp to Höganäs, 15 Kil. (9½ Engl. M.), railway in ¾ hr. The intermediate stations are unimportant. — *Höganäs* (Zimmerdahl's Inn), with coal-mines and a famous manufactory of pottery, is the best start-

ing-point for a visit to the **Promontory of Kullen**, once probably an island, which projects boldly into the *Kattegat*, separating it from the *Skeldervik*. From Höganäs the road leads by (5 Kil.) *Krapperup*, with a fine château and park, and the fishing-village of (7 Kil. farther) *Mölle* (small Inn at Capt. Corfitsan's), which may also be reached by the afternoon steamer from Helsingborg. To the lighthouse *(Kullafyr)* at the extremity of Kullen is 3 Kil. more. The best point of view is the *Bårekulle*, a height near *Kockenhus*, about 4 Kil. from Krapperup; farther N. rises the highest point of the promontory (615 ft.), less easily ascended.

Begond Kattarp the *Kullen* (see above) is visible to the W. — 234 Kil. *Ödåkra*. We traverse a fertile but monotonous plain bounded on the E. by the *Söderås*. As we approach *Helsingborg* we have a view of the Sound.

243 Kil. (151 Engl. M.) *Helsingborg*, see p. 388.

37. From Gothenburg to Venersborg. Trollhätta Falls. Lake Venern.

88 Kil. (55 Engl. M.). RAILWAY ('Bergslagsbana' to *Öxnered* and 'Uddevalla-Herrljungabana' thence to *Venersborg*) in 3-3½ hrs. (fares 6 kr. 70, 3 kr. 40 ö.). Return-tickets ('Tur och Retur') available for two days, are issued at reduced rates, and on Sunday return-tickets for the day are issued at a single fare.

A visit from Gothenburg to the TROLLHÄTTA FALLS and back may be accomplished in one day. Those who are pressed for time may leave Gothenburg by the morning train, and return, or continue their journey, by the midday train. As, however, the view is most favourable by morning light it is customary to spend a night in the Trollhättan Hotel. Those who can put up with a somewhat uncomfortable berth may make use of the *Stockholm Steamer* on the Göta Canal, which starts on Tues., Thurs., and Sat. evenings. The voyage takes 6-7 hrs. (in the reverse direction 5-6 hrs). The traveller may either land at Åkersvass and walk thence to the Falls, or go on the whole way to Trollhätta.

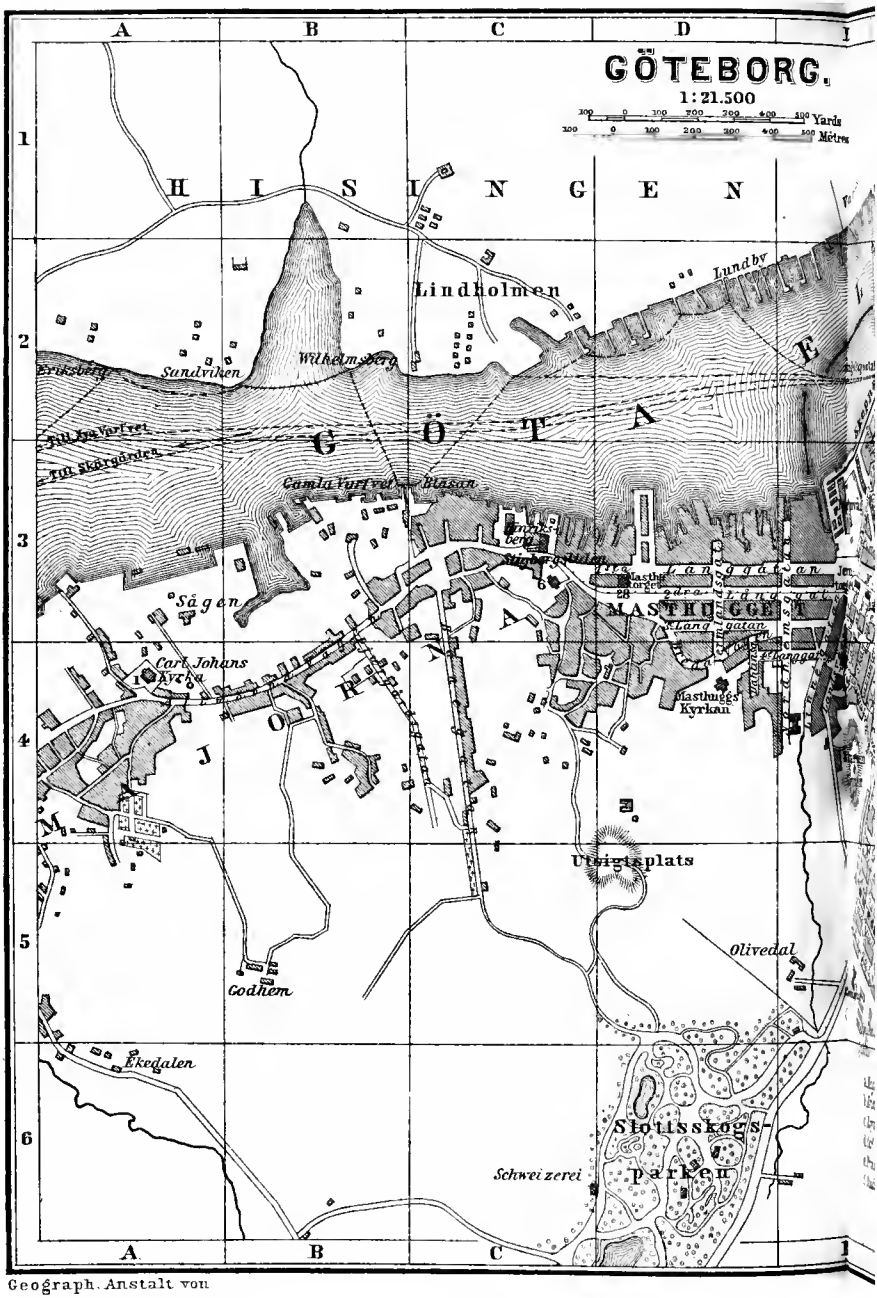
The 'Bergslagsbana' at first ascends the wide valley of the *Göta-Elf*, passing several unimportant stations. To the right lies the suburb of *Stampen*, to the left *Gullbergs Vass*, the old redoubt of *Lejonet*, and the river. At the small station of *Olskroken* the Stockholm line diverges to the right (R. 38). At *Surte* we obtain a view, to the left, of the large ruined castle of *Bohus*, which gives its name to the whole of this district *(Bohusläu)*, formerly a part of Norway. Beyond (25 Kil.) *Nol* the train quits the valley and ascends to the right. The scenery is of the sparsely wooded nature characteristic of W. Sweden. — 56 Kil. *Upphärad*. The view becomes more open, and cultivated fields are passed. Beyond *Velanda*, which is prettily situated, the Halleberg and Hunneberg (p. 293) rise to the right.

72 Kil. (45 M.) **Trollhättan.** — The RAILWAY STATION is about ¾ Engl. M. from the town, with which it is connected by a road entirely destitute of shade. Hotel-omnibus 50 ö.

HOTELS. **Jernvägs Hotel*, close to the station, convenient for travellers with luggage going on to Stockholm or Christiania, R. 2¾ kr.; *Hôtel Trollhättan*, near the falls, less favourably spoken of. As in summer the hotels are often full, it is advisable to order rooms in advance. Rooms may also be obtained at *Fru Ringnér's*.

A visit to the *WATERFALLS (guide superfluous unless the traveller's

H I S I N G E N
GÖTEBORG
Lundby
Lindholmen
Bräckö
Sannegård
Masthugget
Majorna
Kronan
Anneberg
Gibraltar
Lundala
Malmgården
Slottsskogsparken
Trädgården
Engegården
Margreteberg
Ekedal
Gamla Elfsborg
Ryanabb
Klippan
St. Rödjan
Fårgerns
Bt
Pölsebo
Vikan
Halfvårdsäng
Djurås
Häröd
Röda
Syrhåla
Röd
Amhult
Kärr
S. Hästevik
Ahndal
Sandvik
Flatholmen
Risholmen
Krossholmen
Hjortholmarne
Långh
Wettskär
S. Måksär
Hake Fjord
Bockskär
Gefveskär
Kråkskären
Rifön
Dyrholmen
Bräntö
Asperön
Galta
Lyngskär
Rödskären
Beateholmen
Köpstadsön
Kansö
Rälleskären
Aspholmarne
Elfsborg
Knippleholmar
Hundskär
Stockholmsskär
Svinholmen
Wessingsö
Saltholmen
Slägerholmen
Engholmen
Jonsholmarne
Skifteskär
Eskholmen
Salt-holmen
St. Röf ön
Langholmen
NYA WARFVET
Karingsbg
Ekran
Hagen
Tynnered
Grimered
Bua
Hogsbo
Westerberget
Fredagstomten
Torp
Ekebäck
Slamtomten
Grefvegård
Rud
Tofta
Frölunda
Fässberg
Flatås
Flatåstorp
Jernbrätt
Eklanda
Tynnered
Emmas
Kannebäck
Backa
Askim
Hulu
Åsen
Balltorp
Knapegård
Lunnegård
Kubbegård
Akerred
Fiskebäck
Lª Hagen
Lª Röf ön
Maßstab 1:100.000.
Kilometer
Schwedische Meilen



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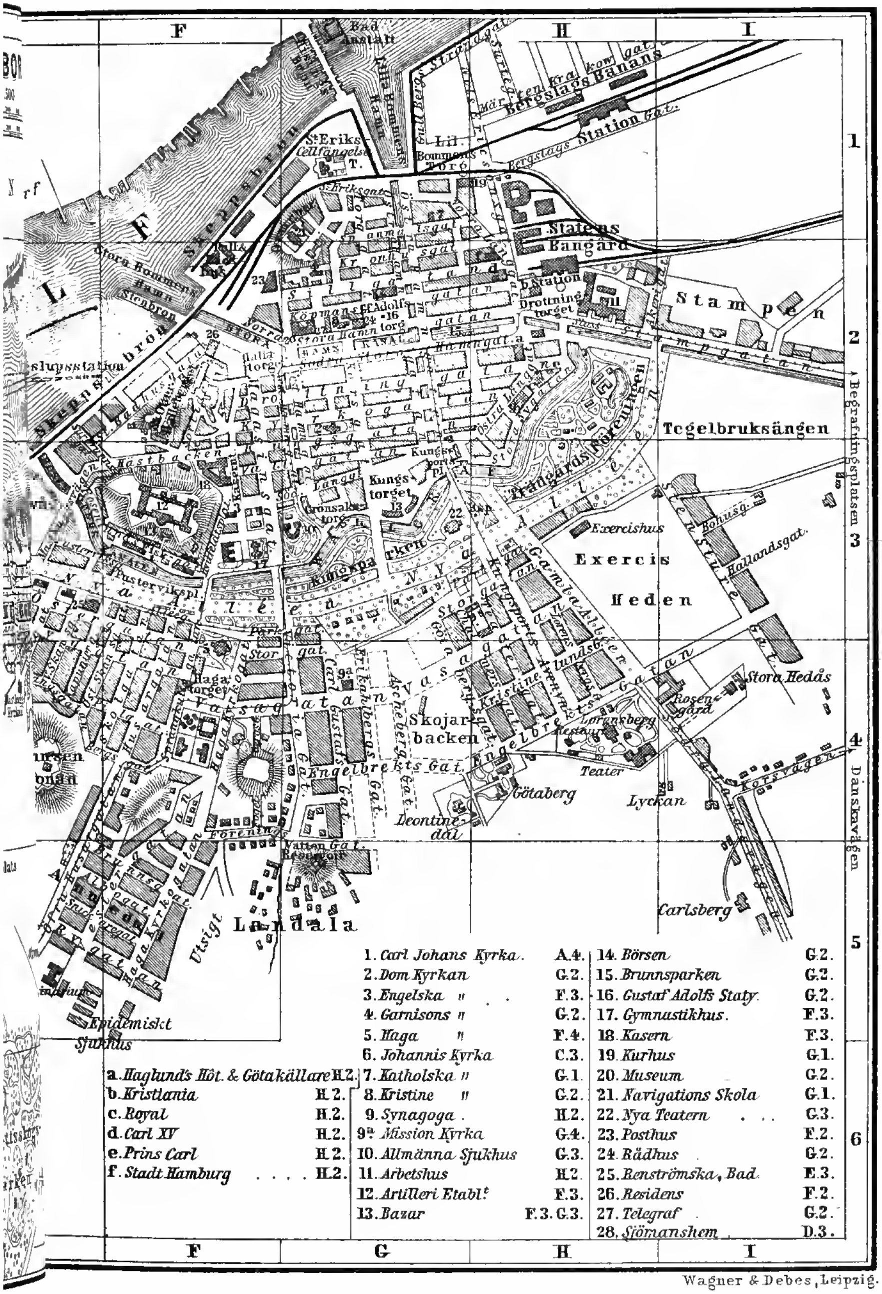


Wagner & Debes, Leipzig.

Geograph. Anstalt von

Wagner & Debes, Leipzig.

time is exceedingly limited) and the Canal takes 2½-3 hrs.; the falls alone ¾ hr. We descend past the falls by the path described below to the locks of *Åkersvass;* then ascend and follow the road skirting the canal to the *Mekanisk Verkstad.* Thence we may either continue to follow the road, or turn to the left and re-ascend past the falls. — The traveller's patience will be severely tried by the numerous dealers in photographs and other small objects.

Trollhättan, a small town with 4000 inhab. and a picturesque Gothic church, consists almost entirely of manufactories, which avail themselves of the motive power afforded by the falls (estimated at 225,000 horse-power), and of workmen's houses.

The falls are six in number, besides which there are several cataracts and rapids, distributed over a distance of 1600 yds., and in all 108 ft. in height. Neither the falls nor their adjuncts can be called picturesque, and the effect of the principal falls is diminished by the islands in the middle of the stream; but the enormous volume of water makes the spectacle extremely imposing, and in this respect they are unsurpassed in Europe. The interest is greatly enhanced by the skilfully constructed series of locks and sluices on the left side of the river, which serve to maintain uninterrupted communication by water between Gothenburg and Lake Venern (Göta Canal, Stockholm; 6-7000 craft annually).

We cross the bridge over the N. end of the canal, near the Hôtel Trollhättan, and then follow the broad path to the right, which passes a saw-mill, two small islands, and the old *Ekeblads Sluss*, and leads to the *Spekö*. From this point we have a view of the *Gullö Falls*, 23 ft. in height, divided into two parts by the wooded island of *Gullö*. We then return to the main path and follow it towards the S., and beyond the next bridge turn to the right and reach a *Saw-mill*, with a large stock of timber. We pass through the yard of this mill to the island of *Öna* and cross a small swaying bridge to the island of *Toppö* (25 ö.). One person only may cross this bridge at a time. The platform and the two galleries passed on the left before we reach the bridge, and the island of Toppö afford the best view of the ***Toppö Fall*, 42 ft. in height, by far the finest of the series. The island of Toppö separates the Toppö Fall proper from the *Tjuf Fall* ('thief fall') on the W. The lower gallery projects over the principal fall, and affords an admirable view of its boiling and foaming waters. The *Skräddareklint*, a rocky barrier formerly here, has been undermined and carried away by the stream. We may then cross a bridge (50 ö.) from the island of Öna to the island of *Gullö* (scarcely worth while) and cross thence by a second bridge to the right bank, the paths on which afford fine views. Higher up is the *Villa Strömsberg*.

From Öna we now return to the saw-mill (see above) and follow the path to the S. to the *Kungsgrotta* (on an island), one half of a 'Giant's Cauldron' (p. 292), which is inscribed with the names of numerous visitors. To the left is the old **Polhems Sluss*, constructed at the beginning of the 18th cent., in the reign of Charles XII., but disused since 1755 (p. 292) The grotto commands a fine view of the river. A new bridge over the Göta-Elf is now under construction here.

We now descend slightly to the right to the **Stampeslröms Fall*, 8 ft. in height, below which the river expands into the comparatively calm *Hoijumsvarp*. The opposite bank is here steep and rocky; at its foot is an apparatus for catching salmon.

Those who are satisfied with seeing the three main falls ascend the flight of steps to the left of the Polhems Sluss, which receives a small and picturesque waterfall, and return to the hotel by the principal path, passing the *Church* on their way. Those who are not fatigued are, however, recommended to take the footpath to the right below the church, which leads through pine and fir woods, passing an oil-mill *(Oljeslageri)* on the left and the villa *Djupa Dalen* on the right. Immediately beyond the latter, a few paces to the left of the path, is an unusually symmetrical *Jältegryla*, or 'Giant's Cauldron'. A finger-post ('Vag till Utsigten') beyond this indicates the way to a *Villa med Utsigtslorn* (25 ö.; Café), in which photographs, maps, etc., are offered for sale at somewhat exorbitant prices. The villa commands a view of the *Helveles Falls* ('hell falls'), 25 ft. in height, and of the *Kopparklint*. We next pass the *Mekanisk Verkstad* on the left and descend by a picturesque path to the river, which here expands and forms the *Oliden Ålan*. We now skirt the river by the *Dödens Gång* to the *Hjertatsudde*, whence we enjoy a retrospect of all the falls, the church, etc. The pretty path ('Kärlekens Stig') leads on, passing the *Elfvi Sluss* and the *Flotlbergsström*, to —

Åkersvass, with its fine trees, fountains, and chalet. The eleven new **Locks of Åkersvass* are among the most interesting structures of the kind on the Göta Canal. They are adjoined by several old and now disused locks. We may ascend on either bank, but the S. bank, adjoining the new locks, is preferable. At the top we reach a *Balcony*, commanding a charming view, and the hamlet of *Åkersberg*, on the *Åkerssjö*, 2 Engl. M. from the Trollhättan Hotel.

The chief obstacle to the construction of the Göta Canal (comp. p. 302) was presented by the formidable waterfalls and cataracts of Trollhättan; and the first attempt to overcome the difficulty was made at the beginning of the 18th cent. by the talented engineers *Svedenborg* and *Polhem*, who proceeded to construct three locks (*Ekeblads*, *Polhems*, and *Elfvi Sluss*), by means of which they hoped to enable vessels to pass the waterfalls. In 1755, however, after several interruptions, the enterprise had to be abandoned, and these old locks now form a not unpicturesque ruin. In 1800 eight new locks were successfully constructed, and are still in use, serving for the passage of small vessels; but, as these soon proved inadequate for the requirements of the shipping trade, eleven new locks on a larger scale were formed by *Ericson* (p. 281) in 1836-44. All these locks are situated at *Åkersvass*, besides which there are two at *Lilla Edet* and one at *Akersström*, below Trollhättan, and two more above it, at *Brinkebergs Kulle* near Venersborg, where the waterfall of *Rånnum*, 68 ft. in height, has to be avoided. These immense locks, forming a kind of staircase by means of which vessels are enabled to ascend and descend with ease and safety between the North Sea and Lake Venern, 144 ft. above it, form one of the principal objects of interest on the canal and lake-route between Gothenburg and Stockholm. Comp. pp. 302, 303.

Beyond Trollhättan the train crosses the Göta-Elf and reaches —

82 Kil. (51 M.) **Öxnered** (*Hotel*, adjoining the station), the junction of the Bergslagsbana, which goes on to Mellerud, Kil, and Falun (see p. 364), with the Uddevalla and Venersborg line. Passengers for *Venersborg* change carriages here.

From Öxnered to Uddevalla, 23 Kil. (14½ Engl. M.), in 1¾ hr. — 6 Kil. *Grunnebo;* 9 Kil. *Ryr;* 15 Kil. *Engebacken.*

23 Kil. **Uddevalla** (*Uddevalla Hotel; Liljewalch's Hotel; Hôtel Norden*), a busy trading town, with 7500 inhab., prettily situated on the *Byfjord*. Pleasant walks in the environs. The *Skansberg* is the best point of view. The *Kapellbackar* (200 ft.), to the S., are famed for their fossils. In the vicinity is *Gustafsberg*, a pleasant watering-place. — From Uddevalla we may proceed by steamer to Gothenburg, or to the N. to Strömstad and Fredrikshald (p. 282). Comp. the 'Kommunikationer'.

If we do not catch a train from Öxnered to Venersborg (4 Kil.) we may take a carriage. The railway and the road both cross the *Vassbotten*, a small bay of *Lake Venern*.

84 Kil. (52½ M.) **Venersborg** (**Stadshuset; Hôtel Victoria*), a town with 5300 inhab., at the S. end of *Lake Venern*, lies at the point where the *Göta-Elf* emerges from the lake, and is entirely surrounded with water. On the E. side are the lake and the river, and on the W. side the *Vassbotten*, which the canal called the *Karlsgraf* connects with the river. On the E. side the Göta-Elf is crossed by the *Rånnumsbro* and an iron bridge over the *Hufvudnäs Fall;* on the W. side the *Dalbobro*, a stone bridge, crosses the lake to Dal; and towards the S. the *Gropbro*, constructed in 1642, crosses the Karlsgraf. The town has frequently been burned down, and now consists of unusually spacious streets. Extensive market-place. The *Kasan* is a favourite pleasure-resort, with a theatre and garden. No fewer than sixty steamboats maintain communication between Venersborg and Gothenburg, Stockholm, the towns on Lake Venern, and the canals diverging from the lake. The most important of these, after the Göta Canal, is the Dalslands Canal (p. 279).

Lake Venern, an immense sheet of water (100 Engl. M. long; 50 M. wide between Åmål and Mariestad; about 2290 Engl. sq. M. in area; 140 ft. above the sea-level), where storms not unfrequently impede the navigation, forms an inland sea into which fall most of the rivers of Vester-Götland and Vermland, including the *Klar-Elf*, one of the largest rivers in Scandinavia. These rivers, which frequently expand into the long lakes so characteristic of the Scandinavian peninsula, traverse vast tracts of forest, and afford easy and natural routes for the transport of timber to the lake, whence the Göta-Elf conveys it to the coast.

On the left bank of the Göta-Elf, to the S.E. of Venersborg, rise the steep and wooded *Halleberg* (485 ft.; with an 'Ättestupa', p. 384), and the *Hunneberg* (490 ft.), both with lakes and moors on their plateaux and pretty views from their slopes. The Halleberg is best ascended by the good road from Lilleskog (p. 294). The Hunneberg is ascended from Venersborg viâ (8 Kil.) *Nygård*.

FROM VENERSBORG TO HERRLJUNGA, 65 Kil. (40½ Engl. M.), railway in 3 hrs. (fares 4 kr. 30, 2 kr. 45 ö.). — The train crosses a cataract formed by the Göta-Elf after emerging from the lake, passes between the Halleberg and the Hunneberg, and reaches (10 Kil.) the prettily situated *Lilleskog*. To the left lies the *Dettern*, a bay of Lake Venern. 19 Kil. *Salstad;* 24 Kil. *Grästorp;* 32 Kil. *Ulfstorp*. From (37 Kil.) *Håkantorp* a branch-line diverges to (28 Kil.) *Lidköping* (1½ hr.; see p. 295). 43 Kil. *Vara;* 54 Kil. *Vedum*. — 65 Kil. *Herrljunga*, see below.

Steamboat on the *Dalsland Canal* to *Fredrikshald*, see p. 279.

38. From Gothenburg to Stockholm.

458 Kil. (284 Engl. M.). Two through-trains daily, a night-train in 12 hrs., and a day-train in 14½ hrs. (fares 38 kr. 95, 27 kr. 50, 18 kr. 35 ö.). The very slow local and mixed trains (fares 32 kr. 10, 24 kr. 5, 16 kr. 5 ö.) should be avoided. — Those who wish to see *Lake Vettern* take the train from *Falköping* to *Jönköping*, and the steamboat thence to *Motala* and *Hallsberg* (comp. RR. 39, 40).

This important railway (the *Vestra Stambana*) intersects the whole of Sweden from S.W. to N.E., and connects the two most important cities in the kingdom. The scenery is pleasing nearly the whole way, but has no pretension to grandeur.

To *Olskroken*, at which only a few trains stop, see p. 290. The line then curves to the right into the valley of the *Säfveå*, a tributary of the Göta-Elf, and crosses the river. 9 Kil. *Partilled;* 15 Kil. *Jonsered*, beautifully situated on the *Aspen-Sjö*, with cotton-spinning. Near (20 Kil.) *Lerum* the train crosses the Säfveå by a bridge of five arches, and ascends to (27 Kil.) *Floda*, at the W. end of the lake of that name. Farther on, the line traverses an embankment 914 yds. long, and is carried through the hill called *Krösekullen* by a cutting 1007 yds. long. Scenery still very pleasing. 35 Kil. *Norsesund*.

46 Kil. (28½ Engl. M.) **Alingsås** *(Stads-Hotellet)*, with 2500 inhab. and several large manufactories, prettily situated near the influx of the Säfveå into *Lake Mjörn*, was founded in 1611 by inhabitants of the neighbouring town of *Lödöse*, which had been destroyed by the Danes. — The train crosses the Säfveå several times, quits that river near (60 Kil.) *Lagmansholm*, and traverses several extensive and barren moors (*Svältor*, i.e. 'famine-lands'). 67 Kil. *Vårgårda*.

80 Kil. (50 M.) **Herrljunga**, a prettily situated place, is the junction of branch-lines to the N.W. to Venersborg, Öxnered, and Uddevalla (see above) and to the S. to Borås. Railway-travellers from Stockholm may diverge here to Venersborg in order to visit the Falls of Trollhätta.

FROM HERRLJUNGA TO BORÅS, 42 Kil. (26 Engl. M.), railway in 2 hrs. (fares 2 kr. 95, 1 kr. 70 ö.). At stat. *Ljung* begin the dreary moors known as *Svältor* (see above). Stations *Borgstena*, *Fristad*. — **Borås** *(Hôtel Vestergötland; Victoria; Jernvägs-Hotel)*, with 6000 inhab. and numerous cotton-mills, is a pleasant little town. Pretty walks in the environs. — *From Borås to Varberg*, see p. 288.

From Herrljunga to Lidköping and Venersborg, see above.

87 Kil. (54 M.) *Foglavik;* 101 Kil. *Sörby*. At *Markakyrka* the

line reaches its highest point (740 ft. above the sea-level), and then passes through a deep cutting. Tunnel.

114 Kil. (71 M.) **Falköping** (*Jernvägs-Hotel*, *Rantens-Hotel*, both at the station) is the junction for Jönköping and Nässjö (R. 39). Halt of 10-15 minutes. The town, with 2800 inhab., lies $^3/_4$ Engl. M. from the station. Margaret of Denmark defeated King Albert of Sweden here in 1389, and in consequence of this victory the three Scandinavian kingdoms were united by the Kalmar Union (p. 391). On the neighbouring *Mössеberg* ('cap hill'; 820 ft.) is a hydropathic establishment. This hill and the adjacent *Ålleberg* resemble the Kinnekulle (see below) in formation. The upper part consists of trap-rock.

129 Kil. (80 M.) *Stenstorp* is the junction of a branch-line to the W. to Lidköping on Lake Venern, and of another to the E. to Hjo on Lake-Vettern.

From Stenstorp to Hjo, 38 Kil. (23½ Engl. M.), railway in 2-3 hrs. (fares 2 kr. 75, 1 kr. 60 ö.; no first class). Stations: *Dala*, *Svensbro* (branch-line to Ekedalen and Tidaholm), *Vreten*, *Fridened*, *Korsberga*, *Mofalla*. — **Hjo** (*Jernvägs-Hotel*; *Phœnix*; *Royal*), a town with 1400 inhab., is charmingly situated on Lake Vettern, in a district known as *Guldkroken* ('golden corner'). Several large estates in the vicinity. Steamboat once weekly to Stockholm viâ Vadstena, Motala, and the canal-route, and once weekly to these stations and Jönköping. On the opposite bank lies *Hästholmen*, a steamboat-station, with the Omberg (p. 300; boat 5 kr.).

From Stenstorp to Lidköping, 50 Kil. (31 Engl. M.), railway in 2½-3 hrs. (3 kr. 50, 2 kr. 25 ö.; no first class). The train crosses the *Brunhemsberg*, between the *Hornborgasjö* (395 ft.) and the *Billingen*, and traverses the *Axevalla Heath*, the largest military exercising-ground in Sweden. 10 Kil. *Broddetorp*. About 6 Kil. to the E. of (20 Kil.) *Axvall*, near the 'skjutsstation' *Klostret*, at the base of Billingen, stands the interesting *Varnhemskyrka*, a Gothic church containing tombs of early Swedish kings.

28 Kil. (17 M.) **Skara** (*Gästgifvaregård*; *Stadskällare*), once a famous episcopal town, mentioned by Adam of Bremen, now with 3500 inhab., was anciently a great stronghold of Swedish paganism. The *Cathedral*, consecrated by Bishop Ödgrim in 1151, has a very fine interior. The whole building is about to be thoroughly restored. It contains a monument to *Erik Soop*, who saved the life of Gustavus Adolphus at the battle of Stuhm (in W. Prussia) in 1629. Near Skara are *Gudhem* and *Husaby* on the *Kinnekulle* (see below), where sacrifices used to be offered. To the N. of the town is the mineral spring of *Lund*.

50 Kil. (31 M.) **Lidköping** (**Hôtel Lidköping*; *Svea*, carriages to the Kinnekulle), a town on the *Lidan-Elf* and *Lake Venern*, with 5000 inhab., rebuilt after several fires. — Steamboat from Lidköping to *Venersborg* and to *Christinehamn* and *Karlstad* (p. 312) twice weekly. — Railway to *Lofvene*, *Hjerpås*, and *Håkantorp* (28 Kil., in 1½ hr.), and on to *Venersborg* or *Herrljunga* (Gothenburg), see pp. 294, 293.

[From Skara to Gössäter, 27 Kil. (17 M.), railway in 1½ hr., viâ *Landsbrunn* and *Götened*, for a visit to the *Kinnekulle*. — The **Kinnekulle** is one of the most interesting hills in Sweden, both geologically and in point of scenery. It occupies an isolated position between Lake Venern on the W. and the plains of W. Götland on the E., and is about 8 Engl. M. long and 4 M. broad. It boasts of forests, valleys, bold cliffs (*klefvor*, a word used by the Norwegians also), rich pastures, and numerous farms and hamlets, forming quite a little world of its own, and the vegetation is unusually luxuriant, apple and cherry-trees growing wild here. The hills rise gently in the form of different terraces, each of which generally marks a different geological formation. The rocks consist of granite,

sandstone, alum-slate, limestone, clay-slate, and lastly trap at the top, which has forced its way in a fluid condition through all the strata below it. This range of hills contains numerous grottoes, the finest being the *Mörkeklef*, near *Råbäck*, in which there is a clear spring. The parishes of *Vester*, *Öster*, and *Medel Plana*, and parts of those of *Klefva* and *Husaby* lie in this region. On the W. side are the loftily situated Råbäck, *Blomberg*, *Hjelmsäter*, and *Hellekis*, with its extensive quarries; on the N. side are *Hönsäter* and other villages; and on the S. side *Husabykyrka* (10 Kil. from Lidköping), the most ancient cathedral-church in Sweden. A fine view of the bold and picturesque hills is obtained here. *Högkullen* (770 ft. above Lake Venern, 915 ft. above the sea-level; Inn at the top, open in summer), the highest point, may be reached in 3/4 hr. from Gössäter, and commands an uninterrupted view of the lake and Vester-Götland. Conspicuous features in the landscape are the Kållandsö (with the château of Leckö), Lidköping, Mariestad, and the hills to the S. (Billingen, Mösseberg, and Alleberg).

We may also visit the Kinnekulle by taking the steamboat (or a sailing-boat) from Lidköping to *Hellekis*, on the N.W. side of the Kinnekulle, from which *Lukastorp* (plain inn), situated near the highest point, is 1/2 hr. distant.]

Beyond Stenstorp the structure of the line is an object of interest, and fine views are enjoyed towards the E. — 139 Kil. *Skultorp.*

145 Kil. (90 M.) **Sköfde** *(Jernvägs-Hotel; Gästgifvaregård)*, an old town with 4100 inhab., prettily situated at the foot of *Billingen*, has a water-cure establishment which attracts visitors.

From Sköfde to Karlsborg, 44 Kil. (27 Engl. M.), in 1 1/2-2 hrs. (fares 3 kr. 10, 2 kr. 35, 1 kr. 55 ö.), viâ *Igelstorp*, *Tibro*, *Fagersanna*, and *Mölltorp*. — **Karlsborg** *(Johansson's Inn)* was founded in 1820 as a fortified rallying-point and refuge in case of hostile invasion, but is still uncompleted. It is beautifully situated on the *Vanäs*, a promontory projecting into Lake Vettern, at the extremity of which stands a royal pavilion. A new harbour has been constructed between the *Lindö* and the *Pukö*. On the *Bottensjö*, an arm of Lake Vettern to the W., rises the *Vaberg*, commanding a fine view of the lake.

Karlsborg lies at the E. end of the W. half of the *Göta Canal* (see p. 302). Steamers bound for Gothenburg leave Lake Vettern here, touching at *Rödesund*, traverse the *Bottensjö*, and ascend by a lock to the lake of *Viken*, the highest sheet of water on the Göta route, lying about 300 ft. above the sea-level. At the end of the lake the steamer regains the Göta Canal through another lock. In 5 hrs. after leaving Rödesund the steamer reaches the railway and steamboat station of *Töreboda* (see below). From Töreboda the steamer takes 7 hrs. to reach *Sjötorp* on Lake Venern and 10 hrs. more to reach *Venersborg* (p. 293).

160 Kil. (99 M.) *Väring;* 167 Kil. *Tidan.* To the left a view of *Lake Östen* and the fertile plain of *Vadsbo.* 171 Kil. *Moholm.*

Branch Line (18 Kil., in 1 hr.; 1 kr. 50 ö., 1 kr.) to *Seckestad*, *Jula*, and **Mariestad** *(Stads-Hotel)*, a town of 2900 inhab., prettily situated at the influx of the *Tidan* into Lake Venern. Steamboat weekly to Lidköping, to Åmål, and to Christinehamn and Karlstad.

At (184 Kil.) *Töreboda* the train crosses the *Göta Canal* (see above). The train next traverses *Tiveden*, a dreary forest-clad region, famed in the military annals of Sweden.

198 Kil. (123 M.) *Elgarås;* 215 Kil. *Finnerödja.* To the left we obtain an extensive view of the *Skagern-Sjö.* The train then passes the lake and village of *Bodarne* on the right.

229 Kil. (142 M.) **Laxå.** The railway to *Charlottenberg* and

Christiania diverges here to the left (see R. 42). — About 4 Engl. M. to the N. is *Porla Helsobrunn* (p. 313), a small watering-place.

244 Kil. *Vretstorp;* to the N. rises the *Kilsberg.*

259 Kil. (160 M.) **Hallsberg** (**Rail. Restaurant; Jernvägs-Hotel; Gästgifvaregård)* is an important station, being the junction for *Örebro* to the N. (p. 313) and *Motala* (p. 302) to the S.; stoppage of 10-20 minutes.

Beyond Hallsberg the train commands a fine view of the plain of *Nerike.* — 272 Kil. *Pålsboda,* the junction of a narrow-gauge line to Norsholm (p. 309). — 284 Kil. *Kilsmo,* on the N. bank of *Lake Sollern.* 294 Kil. *Högsjö.* 303 Kil. *Vingåker,* a pretty place, is the central point of the district of that name, the inhabitants of which are a handsome race, remarkable for their picturesque costumes (now rapidly disappearing) and their love of travel. (See '*Svenska Folket, Taflor af J. W. Walander*'.) Farther on, the train passes *Säfstaholm* (the château of which contains good paintings by Swedish masters, a sculpture of Adonis and Cupid by *Byström,* a Mercury by *Fogelberg,* etc.), the lakes of *Viren, Kolsnar* (*nar,* 'lake'), and *Näsnar,* and the château of *Sjöholm.* 316 Kil. *Baggetorp.*

324 Kil. (201 M.) **Katrineholm** (*Jernvägs-Holel,* with restaurant) is the junction for Norrköping, Mjölby, Nässjö, and Malmö (RR. 41, 53). In the vicinity are the estates of *Stora Djulö* and *Klaestorp,* with marble-polishing works, of the products of which there is an exhibition at Katrineholm.

The train now traverses the picturesque district of *Södermanland,* with its extensive forests and numerous lakes (which last have given rise to the saying that 'in Södermanland the Creator omitted to separate the land from the water'), and passes a number of large châteaux belonging to the Swedish aristocracy. 334 Kil. *Valla;* 346 Kil. *Flen,* with the château of *Stenhammar* on the *Valdemaren* (or *Vammeln*) *Lake.* From Flen to *Eskilstuna* and *Nykoping,* see p. 354.

361 Kil. (224 M.) *Sparreholm,* with the estate of that name, a favourite Sunday resort of the Stockholmers. 373 Kil. *Stjernhof;* 382 Kil. *Björnlunda.* The scenery from this point to Stockholm is the prettiest on the whole journey. Beyond (391 Kil.) *Gnesta* we pass the picturesque *Frösjö* or *Lake Frustuna* and *Lake Sillen.* — From Gnesta an interesting excursion may be taken to the S.E. to the château of *Tullgarn,* near Aby, at present the summer residence of the crown-prince of Sweden, and to *Trosa* (Stadtkällare), a small town on the Baltic, from which a steamboat plies to Södertelge and Stockholm.

398 Kil. (247 M.) *Mölnbo;* 409 Kil. *Jerna.*

421 Kil. (261 M.) *Södertelge Öfre,* from which a short branch-line runs to (¾ Engl. M.) the town of *Södertelge,* the first station on the canal-route from Stockholm to Gothenburg (p. 306).

. The train crosses the Södertelge Canal by a handsome drawbridge or swing-bridge *(svängbro)*. The scenery here is pleasing, but soon loses its interest. 434 Kil. *Tumba*, with the large paper-manufactory of the Bank of Sweden. 443 Kil. *Huddinge;* 449 Kil. *Elfsjö*, beyond which is the *Nyboda Tunnel* (300 yds.); 453 Kil. *Liljeholmen.*

The train crosses the *Årstavik*, a bay of the Mälar, by means of an embankment (300 yds.), to the left of which is a bridge for the road, and beyond it the *Reimersholm* and *Löfholm*, while to the right is the sugar-manufactory of *Tanto*. We then pass the old *Södra Station*, where no trains now stop, beyond which a tunnel, 470 yds. long, leads under the Södermalm to the bank of the Mälar. The train then crosses a bay of the *Riddarfjärde*, passes the Mälartorg in *Staden*, skirts the E. side of the Riddarholm, crosses another arm of the Riddarfjärde by an iron bridge 268 yds. long, and finally stops at the *Central Station* at the S.W. angle of the Norrmalm quarter.

458 Kil. (284 M.) *Stockholm*, see p. 316.

39. From Falköping viâ Jönköping to Nässjö.

112 Kil. (69½ Engl. M.). Railway *(Södra-Stambana)* in 2¾-6½ hrs. (fares 7 kr. 85, 5 kr. 90, 3 kr. 95 ö.; express, 9 kr. 55, 6 kr. 75, 4 kr. 50 ö.). — Views to the left.

Falköping Station, see p. 295. The train stops again at *Falköping Stad*, 1 Kil. from the starting-point. The next station is (10 Kil.) *Vartofta*, the junction for (37 Kil.) *Ulricehamn*, a town with 1100 inhab. at the N. end of *Lake Åsunden* (reached by a narrow-gauge line in 2-2¼ hrs.; fares 3 kr., 1 kr. 85 ö.). The train crosses the long *Lake Stråken* by means of an embankment 420 yds. in length. Several unimportant stations. At (50 Kil.) *Habo* the train reaches Lake Vettern and in clear weather commands a view of the *Visingsö* and *Grenna* in the distance. 56 Kil. *Bankeryd.*

69 Kil. (43 Engl. M.) **Jönköping** (**Stora Hotel*, to the E. of the station, with a garden, one of the best hotels in Sweden, R. 1½-2½ kr.; *Central Hotel*, 2 min. from the station, R. from 1½ kr.; *Lundberg's*, in the town; *Post Office* in the town-hall), the capital of *Gotland* and the seat of the chief court for the southern provinces of Sweden (except Skåne), a busy manufacturing town with 19,400 inhab., charmingly situated between *Lake Vettern* and the *Munksjö*, which are connected by a canal. The streets are wide and regular. The beauty of the situation of the town is enhanced by the mountains to the S.

Beautiful promenades extend southwards from the *Railway Station*, which adjoins the harbour, to the Munksjö. In the centre of the S. part of the promenades, in front of the new *Elementarläroverkshus* (elementary school), rises a handsome *Fountain*. The

Kyrkogatan, at the back of the Elementarläroverkshus leads S. to the beautiful gardens of *Stora Limugnen*, picturesquely situated on the Munksjö. Beyond Stora Limugnen (Restaurant) is the *Munksjö Papperbruk*, which exports a kind of roofing-pasteboard and different kinds of paper to S. America.

To the W. of the railway-station lies the famous *Match Manufactory* (not shown to the public), the produce of which ('tändstickor utan svafvel och fosfor') is met with in every part of Europe. The Vestra Storgatan passes the S. side of the match factory and leads to the **Dunkehallar*, a hill commanding a beautiful view and studded with numerous villas. To the S.W. lies the reservoir of the town water-works, with a large fountain (view). Pleasant walks may be taken to the E. along Lake Vettern and to *Östra Kapellet*.

Excursions. The **Taberg** (1125 ft.), with famous iron-mines, 11 Kil. to the S. of the town, commands a noble survey of the forests of Småland. — Another interesting point is **Husqvarna* (carr. there and back, with stay of 2 hrs., 5 kr.; omn. from the E. end of the town several times daily), 8 Kil. to the E., with its manufactories and the waterfalls of the Husqvarnaå, the finest of which is near the inn and is reached by passing through the garden of the 'disponent' (factory-manager). Magnificent view of Lake Vettern, especially by evening-light.

As it leaves Jönköping the train commands fine retrospective views of the town and the lake. It gradually ascends, and affords a view of the *Husqvarna Waterfalls* (see above) to the left. 86 Kil. *Tenhult*; 97 Kil. *Forserum*. Then —

113 Kil. (70 M.) *Nässjö*, see p. 306.

40. From Jönköping to Stockholm by Lake Vettern and the Göta Canal.

Steamboat from Jönköping to *Stockholm*, viâ *Vadstena*, *Motala*, *Norsholm*, *Söderköping*, and *Södertelge*, thrice weekly, starting on Tues., Thurs., and Sat. (from Stockholm on Mon., Wed., and Frid.). The passage takes 36 hrs. (fares 16 or 11 kr.); to Norsholm 15 hrs. (9 or 7 kr.). As the Stockholm steamer passes Lake Vettern at night, it is advisable (if time is not thereby lost) to take a Lake Vettern steamboat (starting twice weekly) to *Vadstena* or *Motala*, and then go on by the *Jönköping-Stockholm* or the *Gothenburg-Stockholm* steamer (2-3 times a week). — Travellers who intend to proceed by rail (pp. 304, 305) from Berg or Norsholm should bear in mind that the canal-boats are frequently late, and often fail to make communication with the trains.

a. Lake Vettern.

***Lake Vettern** (290 ft.), the most beautiful of the great lakes of S. Sweden, is about 80 Engl. M. in length and averages 12 M. in breadth. The peasantry on its shores believe that it is connected by a subterranean channel with the Lake of Geneva and even with the Black Sea. Like Lake Venern, it forms a large inland sea, into which numerous rivers empty themselves, while the *Motalaström* forms its only outlet. Although less extensive than the sister-lake, it is even more liable to sudden storms which

endanger the navigation, and on both lakes the miseries of sea-sickness are often experienced. The banks of the lake are on the whole far more picturesque than those of Lake Venern, and the water is exquisitely clear. Among the hills on its banks the *Vaberg* on the W. bank and the *Omberg* opposite to it are conspicuous, each rising about 580 ft. above the lake. The finest points on the lake are the *Karlsborg* and *Hjo* (pp. 296, 295), on the W. bank; the *Visingsö*, a picturesque island towards the S. end; *Jönköping*, at the S. end; and *Grenna*, *Hästholmen*, with the Omberg, and *Vadstena* on the E. bank. At the N. end the banks are flat and uninteresting. The lake is connected by the Göta Canal with Lake Venern and the Kattegat.

About 2 hrs. after leaving Jönköping the steamer reaches the beautifully situated town of —

Grenna *(Gästgifvaregård)*, with 1300 inhab., founded by Count Per Brahe in 1652. The ruined castle of *Brahehus*, to the N. of the town, commands an admirable view. — From Grenna a visit may be paid by steamer or small boat to the ***Visingsö** *(Inn)*, an island about 8 Engl. M. long and 2 Engl. M. broad, once the property of the powerful Counts of Brahe, and now a royal domain *(kungsladugård)*. The island is fertile and well cultivated, and contains an extensive *Oak Plantation*, the timber of which is used in the government-dockyards, and numerous fine walnut-trees. The picturesque ruin of *Visingsborg*, the ancient castle of the counts, is on the E. bank, surrounded with fine timber. In the 17th cent. Count Per Brahe founded a grammar-school and a printing-office here, which were closed in 1811. The *Church*, completed in 1636, is an interesting edifice. At the S. extremity of the island are a few scanty relics of the ancient castle of *Näsbo*. Several kings of Sweden once resided in the island, including Magnus Ladulås, who died here in 1290. The road to the S. end of the island passes the interesting *Gilbert's Grotto*

Beyond Grenna the steamer usually steers to the N. to (2 hrs.) —

Hästholmen (*Gästgifvaregård*, well spoken of), another charmingly situated spot on the E. bank of Lake Vettern, with a new harbour. The chief attraction here is the excursion to the Omberg and Alvastra, one of the most interesting in the southern half of Sweden, now made much more accessible by the extension of the railway from Vadstena to Hastholmen (p. 307). Provisions should be taken (no inn on the way). We proceed by small boat, with a rower who acts as guide (2-3 kr.), to the **Rödgafvels Grotto*, a cavern 66 ft. long and 25-30 ft. high, being the largest of a number of grottoes in the deeply furrowed cliffs of the Omberg, which recall the coast of Capri. — From the grotto, near which we land, we ascend to the Hjessan (p. 301) in $^1/_2$ hr.

The ***Omberg**, the most interesting hill in S. Sweden next to the Kinnekulle (p. 295), begins a little to the N. of Hästholmen,

extends for upwards of 6 Engl. M. along the bank of the lake, and is about 2 Engl. M. in breadth. On the side next the lake the *Måkeberge* ('gull-hills', 290 ft.), *Elfverums Udde* ('promontory'), and the *Rödgafvel* ('red gable', 140 ft.) rise abruptly from the water, while the gently sloping E. side of the hill is furrowed with valleys and richly clothed with forest. The hill consists chiefly of gneiss and mica-slate, but transition limestone, clay slate, and sandstone also occur. The highest point is the *Hjessan* ('crown'; 575 ft. above the lake, 845 ft. above the sea), at the S. end, which commands an extensive view, now somewhat curtailed by the trees. The Omberg is the northernmost place in inland Sweden where the red beech *(fagus sylvatica)* thrives, but in Bohus Län it occurs as far north as 58° 30′ N. latitude. The beautiful forest is crown property. — We return viâ ***Alvastra** (railway-station, see p. 307), the picturesque ruins of a Bernardine convent, founded in the 12th cent. by Alfhild *(Alfhildsstad, Alvastra)*, the wife of King Sverker I. Kings Sverker I., Charles VII., Sverker II., and John I., and other illustrious personages, are buried within its precincts. The church, dedicated to the Virgin, is in the form of a Latin cross. The nave and aisles and the choir are still traceable. The W. wall, like that of the choir, contained a large window with rosettes and divided by a mullion. The whole building, which was constructed of limestone, was roofed with barrel-vaulting.

From Hästholmen the steamer slants across the lake to (1½ hr.) *Hjo* (p. 295), on the W. bank. It then returns to the E. bank. At *Rödgafvels Port* the lake attains its greatest depth (410 ft.). Among the fantastically shaped rocks passed are *Munken* or *Gråkarlen* ('the monk', 'grey man'), *Predikstolen* ('the pulpit'), and *Jungfrun* ('the virgin'). Farther on, visible from the deck of the steamboat, are the *Vestra Väggar* and *Mullskräerna*, the *An-Udde*, and *Borghamn*, with its large quarries. The steamer now rounds the peninsula of *Nässja* and reaches (3 hrs. from Hjo) —

Vadstena (*Hotel Bellevue*, near the harbour), a station of the railway mentioned at p. 307. Vadstena, a town of ancient origin and now the centre of a lace-making industry, with 2200 inhab., became a place of some importance after the foundation of the monastery of St. Birgitta (St. Bridget of Sweden) in 1383, around which it is built. The monastery was suppressed in 1595, and is now a lunatic asylum. The **Monastery Church*, erected in 1395-1424, called the *Blåkyrka* from the colour of its stone and by way of contrast to the brick *Rödkyrka*, is worthy of a visit. It contains a monument to *Duke Magnus* and others of interest. The floor is paved with tombstones, bearing the Runic characters which formed the cognisance *(bomärke, vapenmärke, sköldmärke)* of the deceased. *Queens Philippa* and *Katarina* are also interred here. The sacristy contains the remains of St. Bridget and her daughter St. Katarina, which are preserved in a reliquary covered with red velvet. A

peculiarity of the church is that the choir is at the W. end. (The *Klockare* lives near.) — A fine example of a Swedish castle of the 16th cent. is the **Vettersborg*, close to the lake and the harbour (the old moat), which was erected by Gustavus Vasa. The interior, which has been used successively as a school, a manufactory, and a storehouse, is uninteresting. A window is shown as that from which the insane Duke Magnus of Östergötland, one of the sons of Gustavus Vasa, threw himself into the lake, attracted, as he declared, by the songs of sirens. Finely vaulted chapel. Extensive view from the tower. — After another hour the steamer touches at —

Motála (*Hôtel Nilsson; Hôtel Bergström; Prins Karl*, to the S. of the Storbro, with a pleasant garden on the river; baths by the harbour), a town with 2200 inhab., prettily situated in park-like scenery on the *Vårvik*, at the efflux of the *Motala* from Lake Vettern. It lies about midway between Gothenburg and Stockholm, at the W. end of the eastern half of the Göta Canal *(Östgöta Linie)*. The road to Skenige commands a fine view. A shady **Promenade* leads on the bank of the canal to *Motala Verkstad* (p. 303). At Motala there is a 'bestämmande sluss' or reservoir lock, used for the purpose of regulating the quantity of water in the canal. —

Travellers arriving at Motala from Jönköping or Nässjö, and intending to proceed to Stockholm by the Göta Canal, are recommended to proceed by steam-launch to *Motala Verkstad* and pass the night there in *Verkstadens Hotel*. In this way they will have time to inspect the works, and visit Platen's grave and the locks of Borenshult (comp. p. 304). The scenery resembles a park.

Railway to *Hallsberg* and *Mjölby*, see p. 307.

About 10 Kil. to the N. of Motala is the favourite watering-place *Medevi*, with chalybeate springs.

b. Göta Canal. Östgöta Linie.

The project of uniting the E. and W. coasts of Sweden by a water-highway, the greater part of which already existed in the navigable lakes *Mälaren*, *Hjelmaren*, *Vettern*, and *Venern*, was first ventilated by *Bishop Brask* of Linköping in 1516, and was afterwards taken up by *Gustavus Vasa* and *Charles IX.*, the latter of whom constructed the *Karlsgraben* at Venersborg. It was not, however, till the 18th cent. that the work was seriously taken in hand and an attempt made by the engineers *Svedenborg* and *Polhem* (1716), and afterwards *Viman* (1753), to overcome the main obstacles to the success of the scheme by the construction of a system of locks and sluices at Karlsgraben and Trollhättan (comp. p. 292). In 1755 the principal part of the latter, the so-called *Flottbergsdamm*, was destroyed by floating timber, and the enterprise was abandoned till 1793, when a company was formed for the completion of the work. The old locks of Trollhättan were opened in 1800 (p. 292), and Lake Venern was thus brought into communication with the N. Sea for the first time.

After the completion of the Trollhätta Canal in 1800, the task of connecting Lake Venern with the Baltic by another series of canals still remained for the Swedish engineers to execute. Surveys had already been made for this purpose by *Daniel Thunberg* at the close of last century, but the plans were finally adjusted by *Baron Baltzar von Platen*, with the aid of *Thomas Telford*, the English engineer, in 1808. These other canals, connecting Lake Venern with Lake Vettern, and the latter with the Baltic, were constructed in 1810-32 at a cost of about 5 million crowns. All the different parts of the Canal between Stockholm and Gothenburg are collectively known as the GÖTA CANAL, though each part has a local name of its own. The section between Lakes Venern and Vettern is the Göta Canal *par excellence* or *Vestgöta Linie*, while the section connecting the Vettern with the Baltic Sea is called the *Östgöta Linie*.

Although other important systems of canals, such as the Strömsholms Canal (p. 365) and the Dalslands Canal (p. 279), have been constructed in Sweden since the completion of the Göta Canal, yet the last still retains the chief place of interest on account of the picturesque scenery through which it leads. The prettiest part is the Östgöta Linie, while the Vestgöta Linie and Lake Venern are somewhat monotonous and uninteresting. Travellers who are pressed for time will find it enough to travel by canal from *Motala* to *Berg* or *Norsholm*. Many, however, prefer to proceed in the steamer to Stockholm, in which case they will find the final stage, from Söderköping to Stockholm as seen in the clear summer night, one of the most picturesque scenes in Swedish travel. Travellers are recommended in no case to make the whole journey from Gothenburg to Stockholm by steamer ($2^1/_2$ days), as they would find it extremely monotonous and tiresome.

STATISTICS. The total distance from the N. Sea to the Baltic by the canal-route is about 240 Engl. M. (to Venersborg 55, thence to Sjötorp 75, and from Sjötorp to Mem 110 Engl. M.). The artificial part of this water-way, including 74 locks in all, is about 56 Engl. M. in length. The highest point of the canal is at *Lake Viken* (p. 296). The canal is 46 ft. wide at the bottom and 86 ft. on the surface, and is 10 ft. in depth. Four of the locks, called 'bestämmande slussar', are used for regulating the level of the water. The canal is crossed by upwards of 30 bridges, and there are numerous sluices for the purpose of letting off the water when repairs are necessary. About 7000 barges and small steamers annually ply between the N. Sea and Lake Venern, and about 3000 between Lake Venern and the Baltic.

About 2 Engl. M. to the E. of Motala lies **Motala Verkstad**, an extensive establishment (1700 hands), comprising iron-works and an engine-factory, founded in 1822, and the property of a company. Visitors are admitted. Professional men may apply to the director for special information. The works are driven by a single water-wheel, which is turned by the water of the canal 38 ft. above it. In the *Dufvedal*, on the N. side of the works, is the simple tomb of *Baron von Platen* (d. 1829), the chief engineer of the

canal, whose son, the minister von Platen (d. 1875), is also buried here.

Immediately beyond the Verkstad are the five ***Locks of Borenshult,** by means of which vessels descend to the picturesque *Lake Boren*, 49 ft. lower. With the exception of the locks and waterfalls of Trollhättan, the most interesting part of the whole canal is that between Motala Verkstad and *Berg* on the Roxen. Travellers by steamboat from Lake Vettern should land at Motala and walk thence to Borenshult, for which they will have plenty of time while the steamer is passing the locks (1 hr.). There is, however, scarcely time for a visit to the Verkstad.

**Lake Boren* (240 ft.), 9 Engl. M. long, and nearly 4 Engl. M. wide, the water of which is beautifully clear, is next traversed by the steamer. On the S. bank, near the church of *Ekbyborna*, is the estate of *Ulfåsa*, once the property of St. Bridget (d. 1373) and her husband Ulf Gudmarsson. On the N. bank is the church of *Krigsberg*. In 2 hrs. after leaving Motala the steamer reaches —

Husbyfjöl, a pretty place, with an inn and another 'bestämmande sluss', or regulating lock (p. 303). It then quits the lake and enters another reach of the canal, running on the S. side of the Motalaström. The scenery continues to be picturesque and park-like in character. On the left is *Kungs-Norrby*, a royal domain, once the property of the Vasa family, and beyond it the *Kungs-Norrby-Sjö*, with which the canal runs nearly parallel. On the right is the beautiful village of *Brunneby*, with a church now used as a storehouse. Between the canal and the lake we next observe *Ljung*, an estate and country-seat, with a manufactory of beetroot-sugar. Farther on are the iron-works of *Jakobslund* and the pleasant estate of *Brunneby*, with a lock, and a little beyond it are fifteen other locks at short intervals, by means of which the steamer descends about 120 ft. to *Lake Roxen*. In $3^1/_2$ hrs. more we reach —

Berg, at the W. end of *Lake Roxen* (108 ft.), a sheet of water 17 Engl. M. long and 6 M. broad, of which it commands a fine view. As the steamer takes 2-3 hrs. to pass through the locks, passengers have ample time to visit the interesting *Vreta Klosterkyrka*. It once belonged to a monastery situated here, which was founded in the 12th cent., and where Ebba Lejonhufvud, Gustavus Vasa's mother-in-law, who refused to abjure the Roman Catholic faith, died in 1549. The church, which has been almost entirely rebuilt since its original erection, contains monuments to King Inge (d. about 1123) and his queen Helena, restored by John III. (d. 1592), King Valdemar Byrgesson (d. 1302), and to several members of the Douglas family who entered the Swedish service. In the vicinity is *Kungsbro*, at the influx of the Motala into Lake Roxen, once the property of Gustavus Vasa. The most interesting part of the canal-route terminates here. Passengers may either proceed hence by the road to *Linköping* (p. 307), about 12 Kil. to the S.E., or go on

hy the steamer to *Norsholm*, and complete their journey to Stockholm hy railway (p. 309).

On the hilly and wooded N. side of Lake Roxen is the ruined castle of *Stjernarp*, formerly the property of the Douglas family. The S. hank of the lake is flatter, hut well cultivated and not unpicturesque. To the S.E., ahout 3½ Engl. M. from the lake, and connected with it hy a canal, is *Linköping* (p. 307). — In 2 hrs. after leaving Berg we reach —

Norsholm (p. 309), at the E. end of Lake Roxen, at the entrance to another part of the canal, which is crossed here hy the Stockholm and Nässjö railway (R. 41). Passengers may disembark here and proceed hy the night-train to Stockholm. The Motala and the Göta Canal issue from Lake Roxen here, the former falling into Lake Glan, ahout 7 Engl. M. to the N. The steamer descends three locks, and at *Hulta* enters the narrow lake of *Asptången*, 3 Engl. M. in length. At *Snövelstorp* it quits the lake, passes the church of *Vestra Husby* on the right, and next reaches the 'regulating lock' of *Ktämman*. Farther on, the canal is carried at a considerahle height ahove the surrounding country. Beyond *Venneberga Bro* we descend the four locks of *Karlsborg* and two more at *Mariehof*, and soon arrive at —

Söderköping *(Hotel Götakanal)*, a town with 1900 inhah., and an important place in the 13-16th centuries, when it hoasted of a castle, two monasteries, and five churches. It lies on the Göta Canal and the once navigahle *Storå*. The *St. Lars* and the *Drothems Kyrka* are now the only old huildings worthy of mention. The neighhouring *Hydropathic Estabtishment* attracts numerous Swedish visitors. The water is ohtained from *St. Ragnhild's Kätla*, where the vessels for drawing the water are of a kind peculiar to Sweden. Ahove the canal, on the N. side, rises the *Ramundershätl*.

The steamer descends through a lock at Söderköping and another at the foot of the hill just mentioned, and passes *Liljesta* on the right. Ahout 3 Engl. M. from Söderköping it reaches the last lock, the 74th through which it has passed, where a marhle slab hears the inscription: '*Om Herren icke bygger huset, så arbeta de fåfängt, som derpå bygga*' (except the Lord huild the house, they lahour hut in vain that huild it). At this point, the E. end of the Göta Canal, lies —

Mem, on *Slätbaken*, a long and narrow hay of the Baltic, where the scenery again hecomes more interesting. Ahout 11 Engl. M. to the E. of Mem we pass the picturesque ruined castle of *Stegeborg*, once occupied hy King Birger Magnusson (d. 1321). It was rehuilt on a larger scale hy Gustavus Vasa (d. 1560), whose son John III. (d. 1592) was horn here. The vessel then enters the *Trannöfjärd* at the mouth of the Släthaken creek, and steers past *Gottenvik*, a pretty hay with wooded hanks. Farther on, the steamer's course is partly on the open Baltic and partly through the

monotonous 'skärgård' flanking the coast, where the intricate navigation requires the utmost attention of the pilot. About 4 hrs. after quitting Söderköping the steamer reaches —

Oxelösund, the terminus of the branch-railway to *Nyköping* and *Flen* (R. 45). The next point of interest, about 11 Engl. M. to the S. of Södertelge, in a bay of the Baltic, is the handsome château of *Hörningsholm*, on the *Mörkö*, which occupies the site of an old castle to which many historical reminiscences attach. It belonged to the famous family of Sture in the 15th and subsequent centuries, and afterwards to the families of Banér and Ribbing. Christina Gyllenstjerna died here, and the daughter of one of the counts Sture was abducted hence by Eric Stenbock. In 1719 the old castle was burned down by the Russians, and the estates afterwards came into the possession of the Counts Bonde, by whom the present château was erected. — At the N. end of the bay in which the Mörkö is situated the steamboat enters the short *Södertelge Canal*, connecting the Baltic with the small *Lake Maren* and *Lake Mälaren*, to the level of which the steamboat ascends by means of a lock. The next station, 5 hrs. beyond Oxelösund, is —

Södertelge *(Central Hotel; Phœnix)*, a town with about 4300 inhab., and a place of considerable antiquity, entirely destroyed by the Russians in 1719. The church of *St. Ragnhild* is said to have been built by the queen of that name, the wife of King Inge the Younger, about the year 1100. The hydropathic establishment here attracts numerous visitors from Stockholm and many Stockholmers have villas here. 'Kringlor' (ring-shaped cakes) and 'pepparkakor' (gingerbread) form a specialty of the place. — Several trains and steamboats to Stockholm daily. — The steamboat trip hence to Stockholm traverses the beautiful scenery of Lake Mälaren, which is seen to great advantage by early morning or late evening light. The boat plies at night. In 2 hrs. after quitting Södertelge the steamer reaches —

Stockholm, see p. 316.

41. From Nässjö to Stockholm.

350 Kil. (217 Engl. M.). SÖDRA STAMBANA to *Katrineholm*, and VESTRA STAMBANA thence to Stockholm. Express in 8½ hrs., other fast trains in 9½-12 hrs. (fares 29 kr. 75 ö., 21 kr.). The ordinary trains are not all through-trains (fares 24 kr. 50, 18 kr. 40, 12 kr. 25 ö.).

Nässjö (1015 ft.; *Hotel Wiberg*, at the station, well spoken of; **Railway Restaurant*) is the junction for *Jönköping* (p. 298), *Oskarshamn* (p. 392), and *Halmstad* (p. 289), and is situated on the direct railway from *Malmö* to Stockholm (see R. 53).

The first part of the journey traverses the N. part of *Småland*, the characteristics of which are described at p. 383. Between Gripenberg and Sommen lies *Holaveden*, a hilly and wooded district sep-

arating Småland from Östergötland. A similar chain of hills, called Kolmården (p. 310), bounds Östergötland on the N. and divides it from Södermanland. The fertile *Plain of Vadstena*, round Skeninge, Vadstena, and Linköping, contains the oldest towns in Sweden, many châteaux of the noblesse, and numerous manufactories.

12 Kil. (7½ Engl. M.) *Solberga;* 18 Kil. *Flisby;* 24 Kil. *Aneby*, on the lake of that name. The train follows the course of the *Svartå*, which forms a series of lakes. The largest of these is *Lake Sommen* (480 ft.), on which a steamer plies.

36 Kil. (22½ M.) *Frinnaryd*, on *Lake Rålången* (530 ft.), which contains several floating islands *('rörliga holmar')*. Near (42 Kil.) *Gripenberg* is the large estate of that name, to the S. of which lies *Traneryd*. 52 Kil. *Tranås;* 64 Kil. *Sommen*. The train now crosses the *Svartå*, which here forms several falls, and is the boundary between Småland and *Östergötland*. Near *Rockebro* the train skirts the N. bay of the *Sommen*.

73 Kil. (45 M.) *Boxholm*, with extensive iron-works. 78 Kil. *Strålsnäs*. The train gradually descends, passing several large estates. — 89 Kil. *Mjölby* (*Inn, at the station), a busy little town with large mills.

From Mjölby to Hallsberg, 96 Kil. (59½ Engl. M.), railway in 4-5½ hrs. (fares 6 kr. 75, 5 kr. 5, 3 kr. 40 ö.). — 9 Kil. **Skeninge** *(Hôtel Landström)*, with 1400 inhab., once the capital of Götland, and famed for the ecclesiastical council *(kyrkomötet)* held here in 1248. Important cattle-fair in September. The so-called Law of Skeninge was very oppressive, and once formed the subject of a special petition in a litany used by the peasantry: —

'Från Skenige rätt och Vadstena slott
Bevara os milde Herre Gud!'
(From the law of Skenige and the castle of Vadstena,
Good Lord deliver us!)

16 Kil. *Fogelsta*, whence a branch-line diverges to *Vadstena* and *Ödeshög* (see below). 27 Kil. *Motala*, whence another short branch-line leads to *Motala Verkstad* (p. 303). 41 Kil. *Karlsby;* 48 Kil. *Degerön;* 54 Kil. *Godegård;* 66 Kil. *Mariedam*. From (79 Kil.) *Lerbäck* a branch-line runs in 50 min. to (14 Kil.) *Askersund*, a town of 1500 inhab. on Lake Vettern (p. 299). 85 Kil. *Åsbro*. — 96 Kil. (59½ M.) *Hallsberg*, see p. 297.

From Fogelsta to Ödeshög, 40 Kil. (25 Engl. M.), railway in 2½ hrs. (fares 2 kr. 95, 1 kr. 70 ö.). — 10 Kil. *Vadstena* (p. 301). Beyond *Herrestad* and (20 Kil.) *Källstad* the line approaches *Lake Tåkern*, 8 M. in length and 1½-3 M. in width, and skirts the E. slopes of the *Omberg* (p. 300), passing *Rogslösa*, *Vätversunda*, (30 Kil.) *Omberg* (whence *Hjessan* may be reached in ½ hr., p. 301), *Alvastra* (p. 301), and (35 Kil.) *Hästholmen* (p. 300). 40 Kil. *Öderhög*, a village 1½ M. to the E. of Lake Vettern, at the N.W. margin of an extensive forest-district.

95 Kil. (59 M.) *Sya;* 99 Kil. *Mantorp*. Near (109 Kil.) *Bankeberg* is the agricultural school of *Haddorp*. The line intersects a well-cultivated district, dotted with numerous churches.

121 Kil. (75 M.) **Linköping.** — Hotels. **Stora Hotellet*, Stor-Torget *Lindeberg*, Kungs-Gatan; *Hôtel du Nord*, Kungs-Gatan; *Drufvan*, Bokhålla re-Gatan.

Carriages may be hired of O. Ählström, in the *Skjutsbolag*. To the locks of Berg and the Vreta Convent (p. 304), 11 Kil.

Steamboat to Söderköping and Stockholm; see *Kommunikationer*, No. 118.

Linköping, the capital of Östergötland, with 11,700 inhab., and the residence of the 'Landshöfding' and the bishop, lies on the W. bank of the *Stångå*, recently rendered navigable, and $3^1/_2$ Engl. M. from Lake Roxen (p. 304), by means of which it is thus connected with the Göta Canal. Linköping is a place of ancient origin. It was formerly called *Liongaköpunger* ('town of the place of assize'), and possessed a cathedral and a bishop so far back as the 12th century. Municipal privileges were granted to the town by Gustavus Vasa. In 1598 Sigismund was defeated by Duke Charles at the *Stångebro*, and his adherents were afterwards executed at Linköping in 1600 (the 'Linköping Blood-bath'), the place of execution being now marked by a circle of stones in the *Jerntorg*. On the *Gumpekulla*, by the locks of *Nyqvarn*, a little below the town, stands a stone commemorating the battle of Stångebro.

The *Domkyrka, the finest edifice at Linköping, begun in 1150 and completed in 1499, is in the Romanesque style, with a Gothic choir. The tower was not completed till 1886. Next to the cathedral of Upsala, this is the longest church in Sweden (320 ft.). The vaulting is borne by ten handsome pillars on each side. The old *Altar-piece*, by Heemskerk (d. 1574), a Dutch master, purchased by John II. for 1200 measures (7500 cubic ft.) of wheat, now stands by the S. wall. Its former place is occupied by a colossal figure of Christ, surrounded by Faith, Hope, and Charity, in plaster, after *Byström*. Reliefs of the 14th cent. representing the life of Christ, are immured in the wall behind the altar. The church was restored in 1849-70. The verger lives in the vicinity.

The *Landsförsamlingens-Kyrka*, or Church of the Estates, also known as the *St. Larskyrka*, contains pictures by *Hörberg*, a self-taught peasant artist, whose works are to be met with in various parts of Sweden. The *Library* in the old gymnasium contains a valuable collection of rare books, MSS., coins, and antiquities (Tues. and Sat., 11-1; at other times apply to the librarian, Mr. Segersteen, Nyqvarns-Gatan, who himself owns a good collection of paintings). — Pleasant walks are afforded by the park of the *Trädgårdsförening*, to the S. of the town (entrance in the Drottning-Gatan).

The **Kinda Canal**, 80 Kil. (50 Engl. M.) in length, completed in 1871, connects Linköping with several higher-lying lakes to the S.: *Erlången* (185 ft. above the sea-level), on the N. bank of which lies the large estate of *Sturefors*; *Rengen* (275 ft.), with the estates of *Säby* and *Brokind*; then *Jernlunden* (280 ft.); lastly *Asunden* (280 ft.), connected with the last by the *Rimforsström*. The last steamboat-station is *Horn* (steamer thrice a week). These lakes form different basins of the *Stångå*, and the ascent is effected by means of fifteen locks. The scenery is pleasing the whole way.

Beyond Linköping the train crosses the *Stångå* by a bridge 200 yds. long, and traverses a fertile tract with several churches. 132 Kil. *Linghem*; 139 Kil. *Gistad*. It then crosses the *Göta Canal* (p. 304) by a curious swing-bridge, commanding a pleasant view of Lake Roxen.

145 Kil. (90 M.) **Norsholm** *(Jernvägs-Hotellet)* is the junction of two branch-railways and is also a steamboat-station (see p. 305).

FROM NORSHOLM TO VESTERVIK, 118 Kil. (73 Engl. M.), railway in 7 hrs. (fares 8 kr. 85, 5 kr. 45 ö.). — 5 Kil. *Skärkind;* 10 Kil. *Halleby;* 13 Kil. *Ringstorp;* 17 Kil. *Höfversby;* 23 Kil. *Björsäter;* 27 Kil. *Lakvik;* 33 Kil. *Bersbo.*

42 Kil. (26 M.) **Åtvidaberg** *(Hotel)*, with a tasteful modern church and important *Copper Mines*, a visit to which occupies one day. The bottom of the mine at *Bersbo* (1248 ft.) is reached by a small steam-car called a 'dog' in 6 minutes. The *Mormorsgrufva* ('grandmother's mine'), to the W. of Atvidaberg, is 1320 ft. deep. Among the interesting works which deserve a visit are the *Bredbergska Hytta*, the *Vändrost-Hus*, the *Stora Hytta*, the *Raffinad-Hytta*, the *Kopparsmedja*, and the *Laboratory*. In 1869 the yield reached 1315 tons, but it has diminished of late years.

The scenery of the district of *Tjust*, through which we next pass, though little visited by tourists, is among the finest in Sweden.

51 Kil. (32 M.) *Forsaström;* 58 Kil. *Falerum* (fine view from the station), 67 Kil. *Nelhammar;* 71 Kil. *Storsjö;* 82 Kil. *Öfverum*, with a foundry belonging to an English company; 94 Kil. *Gamleby;* 202 Kil. *Almvik;* 114 Kil. *Jenny.*

118 Kil. (73 M.) **Vestervik** *(Hôtel du Nord; Stadhuset)*, an old town with 6600 inhab., situated at the entrance to the *Gamlebyvik* and possessing large shipbuilding yards. It was repeatedly destroyed during the wars between the Danes and Swedes. Near the town is the ruined castle of *Stäkeholm.* — Vestervik is about 60 Engl. M. from Visby on the island of Gotland, to which a steamer plies on Wed. at 7 p.m. (see p. 377).

From Vestervik viâ *Ankarsrum* to *Huttsfred* (70 Kil. or 44 M.), see p. 393.

FROM NORSHOLM TO PÅLSBODA, 85 Kil. (53 Engl. M.), narrow-gauge railway in 4-4½ hrs. (fares 6 kr., 4 kr.). — The intermediate stations are unimportant. The train skirts the W. bank of *Lake Glan* to (27 Kil.) *Finspong*, with a cannon-foundry and a large château and park. — 79 Kil. *Svennevad*, at the W. end of *Lake Sottern.* — *Pålsboda*, see p. 297.

At (154 Kil.) *Okna* the train reaches *Lake Glan* (70 ft.), which it skirts to (159 Kil.) *Eksund.* Beyond Eksund the train crosses the *Motala*, the outlet of Lake Vettern (p. 299), and reaches (162 Kil.) *Fiskeby.* Then —

168 Kil. (104 M.) **Norrköping** (**Central Hotel*, with café; *Stora Hotel*, with café, in the Karl-Johans-Torg; *Bellevue*, Skeppsbron; *Hôtel du Nord*), a busy manufacturing and seaport town with 29,300 inhab., is picturesquely situated on the *Motala*, at its influx into the *Bråvik.* The town was founded in 1384, but was plundered and burned down by the Danes in 1567 and by the Russians in 1719. Several diets of the estates have been held here, and among them that of 1604 at which Charles IX. was elected king. Gustavus IV. was crowned here in 1800. Owing to several great fires by which it has been visited, the town now presents an entirely modern and somewhat uninteresting appearance. The water-power afforded by the Motala, which flows through the whole town, is utilised by numerous manufactories. An interesting walk may be taken along the upper part of the river, where the water dashes over rocks, turns a number of wheels, disappears among manufactory buildings, and re-appears to be immediately used for some new purpose. The principal **Bridges* are the stone *Bergsbro*, con-

structed in 1775; the *Jernbro*, or iron bridge, of 1832; the *Oscar-Fredriksbro*, adjoining the Karl-Johans-Torg (1837); and the iron *Spångbro*, or foot-bridge (1863). Between the Bergsbro and the Jernbro are the *Bruksholm* and the *Laxholm*, islands which are also connected with the town by bridges. Visitors are admitted to some of the factories. Those who desire special information should apply to the manager. — On the lower part of the river, where it subsides into a calm and navigable stream, there are also several large factories, chiefly of cloth, worsted, and cotton goods, which have earned for Norrköping the title of the 'Swedish Manchester'. *Gamla Varfvet* ('the old wharf') with its dock is an extensive establishment, and the *Motala Varf*, to the E. of the town, where cannon-boats and monitors are constructed, is particularly interesting.

The handsomest modern buildings are in or near the *Karl-Johans-Torg*, where the two principal hotels, the post-office, the town-hall, and the theatre are situated. It is embellished with a *Statue of Charles XIV. John* (Bernadotte), by *Schwanthaler*, erected in 1846. The *Arbetare-Föreningens-Hus*, containing a large hall and museum, is a very large edifice, and still more imposing is the *Högre Elementarläroverkets-Hus* (grammar and commercial school), on a height on the S.W. side of the town, erected in 1868 at a cost of 600,000 kr.

Favourite places of recreation in the vicinity are *Strömsholmen* (*Restaurant), where concerts are frequently given, and the *Stadhusgarden.*

The Steamboat Voyage to or from Stockholm will be preferred by many to the train. The vessels (four times weekly, at 8 p.m.) ply at night, affording a beautiful view of Lake Mälaren on arriving or on starting. This route is also recommended to travellers intending to take the Göta Canal route from Norsholm to Gothenburg, or to those who have arrived at Norsholm from Gothenburg, and is preferable to the steamboat-route between Stockholm and Norsholm viâ Söderköping.

Beyond Norrköping and (176 Kil.) *Åby* the train traverses a wooded plateau, about 400 ft. in height, called *Kolmården*, the once dreaded frontier-region between Södermanland and Östergötland, infested with robbers and outlaws. Near *Tvärdala* it passes through a tunnel and then ascends gradually to (179 Kil.) *Grafversfors*. Farther on it crosses the bays of the pretty lake of *Näckten* by means of embankments, and threads a larger tunnel. 191 Kil. *Simonstorp* (Inn), with the lake of *Fläten* (200 ft.) on the right. 205 Kil. *Strångsjö*. The scenery is uninteresting.

216 Kil. (134 M.) *Katrineholm*, and thence to *Stockholm*, see p. 297.

42. From Charlottenberg to Stockholm.

432 Kil. (258 Engl. M.). Railway in 15-19 hrs. (fares 30 kr. 40, 22 kr. 35, 14 kr. 20 ö.; express 36 kr. 40 ö.). From Christiania to Charlottenberg, see R. 32. — Between Christiania and Stockholm there are two through-trains daily in 16-17½ and 27-30 hrs., the latter allowing 3½ hrs.

rest at Laxå, where rooms are fitted up at the station for the purpose (fares 46 kr. 80, 37 kr. 50, 22 kr. 35 ö.). The slower trains stop for the night at Kongsvinger, where the hotels are apt to be uncomfortably crowded. Comp. p. 275.

At **Charlottenberg** (**Rail. Restaurant*, D. 1½ kr.), the first Swedish station, passengers to or from Stockholm change carriages. Travellers' luggage entering Sweden undergoes a slight custom-house examination here, while that of travellers in the reverse direction is examined at Christiania. It will strike the traveller as somewhat absurd that these two little kingdoms, united under one sovereign, should have different tariffs of customs-dues. Each traveller may pass duty-free 10 lbs. of tobacco, 20 bottles of spirits, and other articles to the value of 40 kr.

The railway from Charlottenberg to Laxå *(Nordvestra-Stambana)* traverses the **Vermland**, a province where lakes and forests abound, and rich in iron and other ores. This once sequestered region has recently been opened up by a network of new railways and canals. The Vermland is famous as the birthplace of *Tegnér* and *Geijer*, and its praises have been sung by *Fryxell* in his beautiful *Vermlandsvisa*. The railway-traveller will see but little of the attractions of this district. An excursion is therefore recommended from Kil to *Frykstad* and the *Fryken Lakes* (p. 312). Another pleasant digression may be made from Christinehamn to the prettily-situated *Filipstad* (p. 313).

Leaving Charlottenberg, the train passes the *By-Sjö* (270 ft.) on the right, and next stops at (14 Kil.) *Åmot* on the *Flagan-Sjö*, where an extensive view is obtained. Pretty scenery. 25 Kil. *Ottebol*.

34 Kil. (21 Engl. M.) **Arvika** *(Hôtel Kristiania; Stadshuset; *Rail. Restaurant)*, with 1300 inhab., is beautifully situated on the *Glafsfjord*, here called the *Elgåfjord*, which is connected with Lake Venern by means of the *Seffle Canal*. (Steamer to Seffle and Åmål six times, to Venersborg and Gothenburg once weekly.) This long stretch of water is interesting from the fact that it marks the ancient bed of the Glommen, which once fell into Lake Venern, but now turns to the W. at Kongsvinger (comp. p. 275). During the melting of the snow, part of the water of the Glommen still finds its way into its old channel. In the vicinity is the *Arvika Helsobrunn* ('sanitary spring'). Several iron-works, glass-works, and other manufactories. On the E. bank of the fjord are the pleasant estates of *Vik*, *Skönvik*, and *Sund*.

Passing through several cuttings and a tunnel, the train next stops at (49 Kil.) *Edane*, beyond which it crosses the picturesque *Vermelen-Sjö* (180 ft.) by a viaduct, 710 yds. long, and 105 ft. above the water at the highest point, and passes through another tunnel, 900 yds. long. 56 Kil. *Brunsberg;* 66 Kil. *Boda;* 77 Kil. *Fagerås*. Scenery less attractive. The train crosses the *Nors-Elf*, the discharge of the Fryken Lakes, by means of an iron **Bridge*, 585 ft. long and 63 ft. in height, resting on iron pillars and massive granite foundations, the construction of which was attended with great difficulty owing to the soft character of the alluvial soil. About 5 Kil. to the S. is the *Edsvalla Bruk*, from which a steamboat plies to Lake Venern. A little beyond this bridge the train reaches —

82 Kil. (51 M.) **Kil** (352 ft.; *Jernvägs Hotet*, R. 1½, B. ½ kr., well spoken of), the junction for the Gothenburg and Falun railway (R. 49), and of a short branch-line to *Fryksta* or *Frykstad* (9 min.), on the *Nedre Fryken Lake* (195 ft.).

From Frykstad a pleasant excursion may be taken to the three ***Fryken Lakes** (*Nedre*, *Mellan*, and *Öfvre Fryken*). A steamboat leaves Frykstad three times a week, in connection with the train from Kil, for *Torsby-Bruk*, at the N. end of the highest of the lakes, which it reaches in 5 hrs., returning on the following day. — The *Fryksdal*, a valley 80-90 Kil. (50-55 Engl. M.) in length, is one of the most beautiful in Sweden, but the long steamboat-journey to Torsby and back is rather fatiguing. It is preferable to land at *Rottneros Bruk* between the central and the upper lake, visit the *Fall of the Rottna-Elf*, and proceed to *Sunne* (Hotel), another pretty place, where *Anders Fryxell* (d. 1881 at Stockholm), the author of an important history of Sweden and of the poem 'Vermlandsvisa', was once pastor. — In the vicinity are several large iron-works, some of which belong to the *Edsvalla Bruks Bolag*. — The scenery of *Öfvre* or *Norra Fryken* is grander than that of the lower lakes.

The next station is (95 Kil.) *Skåre*. Then —

102 Kil. (63 M.) **Karlstad** (**Stads-Hotetlet*, R. and B. 3½ kr.; *Hôtel Kristiania; Rail. Restaurant;* restaurant and music at the *Trädgårdsforening; Åttkanten*, a favourite resort to the S.E. of the town; post and telegraph-office at the town-hall, in the Stora Torg), the capital of Vermland, with 8100 inhab., entirely rebuilt after a fire in July 1865, is picturesquely situated on the *Tingvallaö*, at the influx into Lake Venern of the *Klar-Etf*, which descends from the Norwegian mountains. This is a commercial place of considerable importance. The broad streets are flanked with handsome houses, and some of them are planted with trees. Among the chief buildings are the *Gymnasium*, the *Frimurarloge*, and the *Stadshotel*. Pleasant promenades in the environs. Steamboat thrice weekly to the principal places on Lake Venern, and to Gothenburg viâ Venersborg.

From Karlstad or from Kil a visit may be paid to the **Valley of the Klar-Elf.** The train may be taken to *Deje* (p. 365), a station on the Falun Railway (*Bergslagernas-Bana*), 10 Engl. M. above Kil, whence we proceed to *Ransäter* (the birthplace of *Geijer*), and *Uddeholm* (p. 365), where the *Elfdal* strictly so called begins. Beyond it the valley ascends into the most sequestered districts of Vermland and to the grand mountain-chain which separates Sweden from Norway. The last region in Sweden is the *Finskog* ('forest of the Finns'), inhabited by Finns who were established here in the reign of Charles IX., and who still differ from the Swedes in customs and physique. — Beyond the frontier the scenery becomes even wilder and more desolate, especially in the neighbourhood of the *Fœmund-Sjø* (ca. 2300 ft.), the source of the Klar-Elf, which is at first called the *Fœmunds-Elv* and afterwards the *Tryssil*. Comp. p. 211.

The train now skirts the N. bank of the vast *Lake Venern* (p. 293), of which, however, little is seen, and passes over six long bridges and a number of embankments, the construction of which was very costly. 113 Kil. *Skattkärr;* 125 Kil. *Väse;* 134 Kil. *Ölme.*

142 Kil. (88 M.) **Christinehamn** (*Jernvägs-Hotel; Stora Hotetlet; Hôtet Svea*), a small trading town, with 5500 inhab., lies on the *Svartå* and the *Varnumsvik*, a bay of Lake Venern.

From Christinehamn to Filipstad, 58 Kil. (36 M.), railway in 2¼-3¾ hrs. (fares 4 kr. 50, 2 kr. 65 ö.). Stations: *Nässundet*, *Storfors*, *Nykroppa*, *Herrhult* (junction for the Kil-Falun railway, p. 365), and *Gammalkroppa*. At *Nyhyttan* the railway forks, the right branch leading to *Persberg* on *Lake Yngen*, the left to *Filipstad* (see p. 365).

Beyond (154 Kil.) *Björneborg* the structure of the railway, which now skirts *Lake Visman*, is itself an object of interest. 165 Kil. *Karlskoga*, whence a branch-line runs to the N. to *Nora* (and thence to *Dylta*) and another to the S. to *Gullspång* and *Otterbäcken* on Lake Venern. 168 Kil. *Degerfors*, from which another branch-line runs to the N. to *Vikersvik* and *Striberg*. Between these lines lies *Lake Möckeln* (295 ft.). 180 Kil. *Svartå;* 191 Kil. *Hasselfors*.

The train now passes the baths of *Porla Helsobrunn*, and reaches (203 Kil. or 126 M.) *Laxå* (p. 296). From Laxå to (432 Kil. or 258 Engl. M.) *Stockholm*, see pp. 297, 298.

43. From Hallsberg to Örebro, Köping, and Stockholm.

242 Kil. (150 Engl. M.). Railway in 7¾-15⅓ hrs., one through-train daily (fares 16 kr. 75, 12 kr. 85, 8 kr. 70 ö.; express 17 kr. 15 ö., 13 kr.).

Travellers who have already seen the finest parts of the Göta Canal and Lake Vettern, described in R. 40, may with the aid of the railway described in the present route visit some of the most interesting points on Lake Mälaren on their way to Stockholm. From *Motala* (p. 302) they proceed by railway in 3-4 hrs. to *Hallsberg*, and thence to *Köping* or *Vesterås*, from either of which the banks of Lake Mälaren may be conveniently explored by steamboat. Or they may now confine their attention to the N. bank of that lake, leaving the more picturesque S. bank to be visited from Stockholm. The chief points of interest are best combined by taking the train to Vesterås, crossing the lake thence by train to Eskilstuna, driving thence to Strengnäs and Mariefred, and completing the journey to Stockholm by steamer (comp. R. 44).

The railway traverses a fertile district and passes several of the oldest towns in Sweden, but the scenery is uninteresting until Lake Mälaren is reached, and there it is preferable to quit the train.

Hallsberg, see p. 297. The first important station is —

25 Kil. (15½ Engl. M.) **Örebro** *(Örebro Hotel; Central Hotel; Jernvägs-Hotel)*, one of the most ancient towns in Sweden, with 13,000 inhab., mentioned in history as early as the 11th century. No fewer than fifteen diets of the Estates were held here, and here the destinies of the country have frequently been decided. At the important diet of 1540 the succession to the crown, originally elective, was declared to be thenceforward hereditary, and in 1810 Bernadotte was elected crown-prince here. Örebro was the birthplace of Engelbrekt, a powerful Swedish noble, who was elected administrator of the Kingdom in 1435, and who held the surrounding country as a fief of the crown (comp. p. lviii). The town lies

in a flat district, near the bank of *Lake Hjelmaren* (75 ft.), and is intersected by the *Svartå*. It is now quite a modern-looking place, having been in great part rebuilt after a fire in 1854. The handsome Drottning-Gata traverses the town from N. to S. The handsomest edifice is the modern Gothic *Town Hall* ('Stadshuset'), in the Stora Torg. In front of it rises *Engelbrekt's Statue* by *Qvarnström*, erected in 1865. The *Theatre* and the *Allmänna Läroverket* or *Karolinska Skolan* (containing a small museum) are also handsome buildings. In front of the latter rises an *Obelisk* to the memory of the brothers *Olaus* and *Laurentius Petri*, the Swedish reformers (p. lxix). The only ancient buildings are the *Castle* (now occupied by public offices), with its four round towers, situated on an island in the river, and the *Church*, which has been partly modernised. The castle was once besieged by Engelbrekt, afterwards by Sten Sture the Elder (d. 1503), and by Gustavus I. (d. 1560). It was then rebuilt by Gustavus, and completed by Charles IX. (d. 1611). — Walks to *Skebäck* on Lake Hjelmaren and to *Adolfsberg*, a small watering-place to the S., on the railway.

From Örebro a STEAMBOAT plies once weekly to Stockholm viâ the Hjelmare Canal. It first crosses **Lake Hjelmaren** (75 ft.; 46 Engl. M. long, 6-10 M. wide) and then proceeds through the *Hjelmare Canal* to the *Arbogaå* (see below), which it follows to *Kungsör*, on Lake Mälaren. Then by the last-named lake to Stockholm. — Another steamer ('Sven Rinmann') plies thrice weekly to *Skogstorp*, which is within 1/4 hr. of Eskilstuna (p. 354) by railway. — Lake Hjelmaren is destitute of pretty scenery, but its pikes and crabs are considered great delicacies. A monument has been erected on the *Engelbrektsholm*, in the W. part of the lake, on the spot where Engelbrekt was assassinated by Måns Bengtson in 1436. Near the mouth of the canal is Count Platen's château of *Stora Sundby*, erected in the early-English style by Robinson.

Soon after leaving Örebro the train stops at (37 Kil. from Hallsberg) *Dylla Bruk*, where a branch-line diverges to *Nora* and Karlskoga on the Nordvestra Stambana (p. 313). 41 Kil. *Ervalla*.

50 Kil. (31 M.) *Frövi* is the junction of a line to Ludvika.

FROM FRÖVI TO LUDVIKA, 98 Kil. (61 Engl. M.), railway in 5 1/2 hrs. (fares 7 kr. 35, 5 kr. 40, 3 kr. 70 ö.). This industrially important railway traverses a very rich mining-district (iron, copper, lead). The scenery between Linde and Kopparberg is picturesque. — 10 Kil. *Vedevåg*.

19 Kil. (12 M.) **Linde** *(Hotel)*, with 1500 inhab., is prettily situated between the two lakes of that name. The church and a great part of the town were rebuilt after a fire in 1869. The train then skirts the E. bank of *Lake Rossvalen* to *Gusselby*, *Storå* (whence a branch-line diverges to the silver-mines of *Guldsmedshyttan*), *Vasselhyttan*, *Rällså*, and *Bångbro* (branch to *Bånghammar*, *Kölsjön*, and *Kloten*). 55 Kil. (34 M.) **Kopparberg** *(Hotel)* is an important mining place, with copper, lead, and zinc-mines in the vicinity. 63 Kil. *Ställdalen*, where the line crosses the Bergslagernas-Bana (R. 49), with which it afterwards runs nearly parallel to Ludvika. The next stations are *Ställberg*, *Hörk*, *Grängesberg*, *Björnhyttan*, and *Gonäs*. Then —

98 Kil. (61 M.) *Ludvika*, see p. 365.

55 Kil. *Ullersäter;* 64 Kil. *Fellingsbro;* 75 Kil. ***Jäders Bruk.***

79 Kil. (49 M.) **Arboga** *(Hotel; Gästgifvaregård)*, a town with 3900 inhab., was anciently a place of much importance. Thirty-two diets of the Estates have been held here at different

periods. At one of these, in 1435, Engelbrekt, and at another, in 1471, Sten Sture the Elder, were chosen administrators. In 1561 the important Articles of Arboga were passed at another diet here. Arboga has frequently been a residence of the Swedish kings, and in the time of Gustavus Vasa had a mint of its own. The *Parish Church* contains a Descent from the Cross, ascribed to Rembrandt. By means of the navigable *Arbogaå*, on which the town lies, and the Hjelmare Canal, Lakes Hjelmaren and Mälaren are connected. — Steamboat to Stockholm thrice weekly.

87 Kil. *Vatskog* is the junction for Thorshälla and Eskilstuna (see p. 353).

96 Kil. (59½ M.) **Köping** *(Jernvägs-Hotetlet; Köpings-Hotet)*, a town with 3500 inhab., lies on the river of the same name, near Lake Mälaren. Steamboats to Stockholm daily. As the railway-journey on the N. bank of the lake is uninteresting, many travellers will prefer to proceed by steamer from Köping to Thorshälla and Strengnäs, drive to Mariefred, and take another steamer thence to Stockholm. With regard to the lake and the principal places on its banks, see R. 44. — About 1 Engl. M. from Köping is *Johannisdat*, a small watering-place. Branch-line from Köping to the N.W. to (34 Kil.) *Uttersberg* and (46 Kil.) *Ridderhyttan*, passing a number of considerable iron-works and factories.

106 Kil. *Munktorp*. 112 Kil. *Kolbäck*, where the train crosses the Strömsholm Canal (p. 365), is the junction for the Rekarne and Eskilstuna line (p. 353), the first station of which is (8 Kil.) *Strömsholm* (p. 366), at the beginning of the canal. 121 Kil. *Dingtuna*.

131 Kil. (81 M.) **Vesterås** *(Central Hotet; Hôtet Vesterås; Hôtel Ktippan; Nya Hotettet)*, with 6700 inhab., the capital of a district and an episcopal see. The name is a contraction of *Vestra Aros* ('W. mouth'), a title given to the place to distinguish it from *Östra Aros* (Upsala). It was anciently a town of considerable importance and possessed a Dominican monastery and several churches and chapels. No fewer than eleven national diets were held here, the most important being that of 1527, which suppressed the Roman Catholic church in Sweden, and that of 1844, which settled the succession to the throne on Vasa's heirs. The principal edifice is the handsome Gothic **Cathedral*, founded in the 11th cent., enlarged by Birger Jarl and consecrated anew in 1271, afterwards frequently altered, and finally restored in 1850-60. The tower, added in the 18th cent., is the highest in Sweden (310 ft.). The altar-piece dates from the beginning of the 16th century. Svante Sture, the administrator (d. 1512), and Eric XIV. (d. 1577) lie buried here. A marble sarcophagus was erected in memory of the latter by Gustavus III. The tomb of the regent Magnus Brahe (d. 1844) is marked by a marble monument. The *Episcopat Library* of 12,000 vols. includes that of the Elector of Mayence brought from Germany by Oxenstjerna and presented to the cathedral about the

year 1640. — The old *Slott*, on a height near the mouth of the stream, once belonged to Jösse Erikson, a robber-knight, and the terror of the district, but about the middle of the 16th cent. was taken by Gustavus I., who restored and strengthened it. It was afterwards the prison of Eric XIV., who was poisoned at Örbyhus (p. 363) in 1577. In the 17th cent. it was entirely re-erected after a fire, and it is now the district seat of government. — The *Vasa Park*, to the E. of the Town Hall, occupies the site of the monastery and contains a bust of Vasa in memory of the diet of 1527. The cucumbers and other vegetables grown at Vesterås enjoy a considerable reputation. — Steamer on the Mälaren to *Stockholm* daily (6-7 hrs.)

141 Kil. **Tillberga** is the junction of branch-lines to the N. to (28 Kil.) *Sala* (p. 369), and to the W., viâ (28 Kil.) *Ramnäs*, *Engelsberg* on the Strömsholms Canal (see p. 366), and *Norberg* (with important iron-mines), to (68 Kil.) *Kärrgrufvan* and *Krylbo* (p. 369). — 147 Kil. *Tortuna;* 154 Kil. *Orresta;* 160 Kil. *Lundby.*

168 Kil. (84 M.) **Enköping** *(Stads-Hotellet)*, a town with 2100 inhab., lies on the river of the same name, 4 Engl. M. from Lake Mälaren (steamboat to Stockholm). Pretty scenery and numerous market-gardens here. — 178 Kil. *Grillby;* 186 Kil. *Ekolsund*, beyond which the train crosses the *Ekolsundsvik* by a bridge 300 yds. long; 195 Kil. *Bålsta;* 206 Kil. *Bro;* 214 Kil. *Kungsängen.* The train now crosses the long northern ramification of Lake Mälaren at a narrow part of it called *Stäket.* 225 Kil. *Jakobsberg;* 231 Kil. *Spånga;* 236 Kil. *Sundbyberg.* To the right is the castle of *Karlsberg* (p. 346), to the left the factories of *Rörstrand* and *Atlas* (p. 346). The train skirts the *Rörstrandsviken.*

242 Kil. (150 M.) **Stockholm,** see below.

44. Stockholm and its Environs.

Arrival. Travellers arriving at Stockholm by railway alight at the Central Station (*Central Bangården;* Pl. C, 3, 4), situated in a large open space facing the Klara-Strand-Gata, and about 7 minutes' walk from the Norrbro and the principal hotels. Omnibuses from the principal hotels meet each train (fare 75 ö.). Cab with one horse for 1-2 persons 1 kr., 3-4 persons 1 kr. 25 ö.; each trunk 20 ö., for three or more 50 ö. (at night, 11-6 o'clock, one fare and a half). Porterage for each package to or from the cab or omnibus 10 ö.; to one of the hotels 25-30 ö. An *Interpreter*, recognisable by his official cap, meets the trains and gives information to strangers (no fee). — Those who arrive by the lake route from Gothenburg, or by a coasting steamer from the S., land at the Riddarholm Quay (Pl. D, 5), on the W. side of the Riddarholm; while the usual landing-place for travellers from the N. or E. is the Skeppsbro (Pl. E, F, 4, 5) or the Blasieholms-Hamnen (Pl. E, F, 4). Comp. p. 320. Cab-fare as above; no hotel-omnibuses on the quays.

Hotels. Grand Hotel (Pl. a; E, F, 3), Blasieholms-Hamnen, a very large and handsome building, with reading-room, telegraph office, etc., beautifully situated, and commanding a fine view of the Palace and the busy traffic of the quays and harbour; *Rydberg (Pl. b; D, F, 4), Gustaf-Adolfs-Torget, facing the Norrbro, also well situated and more central, but better adapted for men of business. These hotels belong to the same proprietor. The charges at the former are somewhat higher (rooms at both from

Geograph. Anstalt von

Wagner & Debes, Leipzig

Key to the Plan of Stockholm.

Akademier (Academies):

1. Akad. för de fria konsterna (Academy of Arts) . . . . D, 4
2. Landbruks-akademi (Agricultural Academy) . . . . D, 3
   Musikaliska akademi (Academy of Music) . . . . . C, 3
4. Vetenskaps-akademi (Academy of Science) . . . . C, 1, 2
5. Archives (Riks-Arkivet) . . D, 5
6. Badinrättningar (Baths) D, 3, 4; D, 5; E, 4; F, 4
   Banegårdar (Railway-Stations . . . . . C, 3, 4; E, 7

Banker (Banks):

7. Riksbanken (National Bank) F, 5
8. Skandinaviska Kredit-Aktiebolag (Scandinavian Joint Stock Bank) . . . . . E, 5
9. Stockholms Enskilda Banken (Private Bank) . . . . E, 5
10. Barnbördshuset (Lying-in Hospital) . . . . . A, 4; D, 2
    Bergsskolan(Mining-School), Drottning-Gatan . . . . . B, 1
11. Biblioteket, Riks (National Library) . . . . . E, 1

Bildstoder (Monuments):

Berzelius, in the Berzelii Park . . . . . E, 3
Birger Jarl . . . . . D, 5
Charles XII. . . . . E, 3
Charles XIII. . . . . E, 3
Charles XIV. John . . . . E, 6
Gustavus Adolphus . . . . E, 4
Gustavus III. . . . . E, F, 4
Gustavus Vasa . . . . . D, 5
Linnæus . . . . . E, 1

12. Börsen (Exchange). . . . . E, 5
13. Etnografiska samlingen, Skandinavisk (now Northern Museum) . . . . . C, 2
    Farmaceutiska Institutet (Pharmaceutical Institute) B, C, 2
14. Flottans förrådshus (Marine Arsenal) . . . . . G, 5
15. Frimurarelogen (Freemasons' Lodge) . . . . . F, 3
16. Gymnasium(GrammarSchool) D, 5
17. Gymnastiska Institutet . . D, 3
    Hasselbacken . . . . . I, 4
18. Hofrätt, kongl. Svea (Court of Appeal for the districts of Svearike, Norrland, and the Island of Gotland) . . D, 5

Kyrkor (Churches):

19. Konstföreningen (Art Union) E, 3
    Adolf Fredriks kyrkan . C, 1, 3
20. Blasieholms kyrkan . . . . F, 3
21. Engelska kyrkan (English Church) . . . . . B, 2
22. Finska kyrkan (Finnish Church) . . . . . E, 5
    Hedvik Eleonora kyrkan . F, 2
23. Jakobs kyrkan . . . . . E, 3
    Johannis kyrkan. . . . . D, 1
    Karl Johans kyrkan . . . . G, 4
    Katarina kyrkan . . . . . F, 7
24. Katolska kyrkan (Rom. Cath. Church) . . . . . D, 3
    Klara kyrkan . . . . . D, 3
    Maria kyrkan . . . . . E, 6, 7
25. Riddarholms kyrkan . . . D, 5
26. Ryska kyrkan (Russian Church) . . . . . C, 1
    Skeppsholms kyrkan, see Karl Johans kyrkan.
27. Storkyrkan . . . . . E, 4, 5
28. Tyska kyrkan (German Church) . . . . . E, 5
    Ulrika Eleonoras kyrkan . B, 4
29. Mosebacken . . . . . F, 6
    Myntet, kongl. (Royal Mint) B, 4
    National Museum . . . . . F, 4
    Northern Museum, see No. 13.
    Observatory . . . . . B, 1
30. Öfverståtthållarehuset (Governor's House) . . . E, 4, 5
31. Palats, Arfprinsens (Palace of the Crown Prince) . . . D, 4
32. Poliskammaren (PoliceOffice) D, 4
33. Posthuset (Post Office) . . D, 4
34. Rådhuset (Town Hall). . D, 4, 5
35. Riddarhuset . . . . . D, 5
36. Riksdagshuset (House of Parliament) . . . . . D, 5
37. Sällskabet (a club) . . . . E, 3
    Serafimer Lasarettet (Hospital) . . . . . B, C, 4
38. Slöjdskolan (Industrial School) . . . . . D, 3
    Slottet, kongl. (Royal Palace) E, 4
39. Synagogan (Synagogue) . . E, 3

Teatrar (Theatres):

40. Kongl. Stora Teatern . . E, 3, 4
41. Dramatiska Teatern E, 3
42. Blasieholms Teatern . . . . F, 3
    Djurgårds Teatern . . . . I, 3
45. Södra Teatern . . . . . F, 6
    Tekniska Skolan, see Slöjdskolan . . . . . .
46. Tekniska Högskolan. . . . B, 1
47. Telegrafen . . . . . E, F, 4

HOTELS.

a. Grand Hotel . . . . . E, F, 3
b Rydberg . . . . . D, 4
c. Kung Karl . . . . . D, 3
d. Bellevne . . . . . E, 3

2 kr. upwards., A. 50 and 35 ö., L. 70 ö., B. 1 kr.). Both also have good restaurants, that at the Rydberg being the better and slightly less expensive. Travellers are quite at liberty to take their meals where they please. Table d'hôte at the Grand Hotel in summer only. — *Hôtel Kung Karl (Pl. c; D, 3), at the S. end of Brunkebergs-Torget, not far from the Norrbro, R. from 1 kr. 50 ö., A. 35 ö., with an excellent restaurant attached. *Hotel W 6 (pronounced vay sex, the name of a society), opposite the central station, new, with good restaurant (table d'hôte with wine, 2 kr.). — Hôtel Bellevue (Pl. d; E, 3), Gustaf-Adolfs-Torget 12, chiefly frequented by commercial men; Hôtel Hamburger Börs, Jakobs-Gatan 6, behind the Rydberg, with restaurant, well spoken of; Kung Karls Annex, Regérings-Gatan 13, R. from 1 kr. 50 ö.; Hôtel Germania, Gustaf-Adolfs-Torget 10; Kanan, Brunkebergs-Torget 16; Hôtel de Suède, Drottning-Gatan 43; Rosenbad, Akademi-Gränden (Pl. D, 4), near the Post Office, quiet (no restaurant). All these last are second-class. — In the Norra Smedje-Gatan (Pl. D, 3), at the back of the Rydberg, in a quiet and convenient situation: Hôtels Gustaf Vasa, de France, Stettin, Victoria, and Skandinavia, all unpretending, but tolerable. — Furnished rooms at *Miss Peterson's*, Drottning-Gatan 80 B.

Restaurants. *N. Side of the City*: **Rydberg* and **Kung Karl* are the best, and the charges are reasonable; *Grand Hotel*, fairly good, but more expensive; *Café du Bazar*, on the Norrbro, above the Strömparterre (p. 323); **Phœnix*, Drottning-Gatan 71 C, adjoining the Northern Museum (p. 330); *Hôtel du Nord*, Lilla Trädgårds-Gatan, near the Dramatiska Teater; **Opera Källaren*, in the Stora Teater (p. 329), entered from the Arsenals-Gatan, much frequented; **Hamburger Börs* (see above); **Jones's Grill Room*, Jakobs-Torg 3; *Restaurant du Sud*, in the building of the elevator Maria-Hissen, Söder Mälar Strand; **Hotel W 6*, see above; *Café-Restaurant Anglais*, Stureplan 1, near the Linné Park; at *Bern's Salong* (table d'hôte with music in summer, 1¾ kr.), much frequented; *Strömsborg*, on the island between the new bridge and the railway-bridge (reached from the latter, or by ferry), see p. 328. — *In Staden* (the island forming the central quarter of the city, p. 323): *Iduna*, Lilla Ny-Gatan 4; *Rosengren's Källare*, Salvii-Gränden 18. — *S. Side of the City*: **Mosebacken*, in the market of that name, a fine point of view (see p. 342), table d'hôte 1½ kr. — *In the Djurgård* (p. 344): **Hasselbacken* (music in the afternoon; D. 3 kr.), *Alhambra*, both much frequented in summer, with gardens where visitors may dine in the open air. — Most of the restaurants in the environs (Drottningholm, Näcka, Ulriksdal, etc.) are poor. — The restaurants are shut on Sundays during church-time (principal service, 11 a.m.).

At all these restaurants visitors breakfast and dine *à la carte*, and the charges vary greatly. The usual breakfast hours are between 9 and 12, the dinner hours between 2 and 6, and the supper hours from 7 to 10 o'clock. An ordinary breakfast or supper costs 1½-2 kr., and dinner 2 kr. or upwards. For the '*Bränvinsbord*' or '*Smörgåsbord*' (side-table with bread-and-butter, salt meats, fish, and various relishes, with 'bränvin' and liqueurs 'ad libitum'), which Swedish gentlemen and even ladies freely patronise before sitting down to table, an additional charge of 30-50 ö. is made. It need hardly be said that persons unaccustomed to such a method of stimulating the appetite can hardly resort to it with impunity. '*Sexor*', so called from the hour when they are usually served, are half-portions of meat, etc., frequently ordered by persons who desire a slight supper only. The waiters *(Vaktmästare)* always expect a fee of 10 ö. or upwards from each person. Comp. p. xxv.

Cafés *(Schweitzerier)* at all the principal hotels and restaurants. Of the others the pleasantest and most frequented in summer are the **Strömparterre* (Pl. E, 4; p. 323), adjoining the Norrbro on the E. side, where a band plays in the evening; **Café du Bazar* (see above), above the Strömparterre; *Blanch's Café* (Pl. 19; E, 3), in the Kungsträdgård (music); *Café Victoria*, in the Kungsträdgård, well spoken of; *Bern's Salong*, adjoining the Berzelii Park (p. 329). The *Strömsborg* (see above) also attracts many visitors in fine weather. The *Hasselbacken*. *Novilla*, *Bellmansro*, and other cafés in the Djurgård mentioned at p. 344, are also

very favourite resorts. *Bähr's Café*, in the Riddarhus-Torg (Pl. D, 5), is chiefly frequented by men of business. Each customer usually gives the waiter a fee of 5 ö. or more.

At most of the restaurants and cafés visitors deposit their hats, great-coats, and umbrellas in a small room at the entrance, provided for this purpose. The attendant here shows a wonderful power of recognising the visitor at his departure, and seldom makes a mistake or requires help in restoring his property. It is usual to give him a fee of 10 ö.

Confectioners (*Sockerbagerier*, who generally have a *Dam-Café*, or ladies' refreshment room, adjoining their shops). **Grafström*, Freds-Gatan 13; **Landelius*, Storkyrkobrinken 9; *Ruth*, Drottning-Gatan 50; *Sundell*, Drottning-Gatan 67; *Berg*, Regérings-Gatan 14; *Hellbacher*, Hamn-Gatan 10; *Sundberg*, Vesterlång-Gatan 83.

Post Office (Pl. 33; D, 4), Rödbro-Torget, halfway between the Norrbro and the Railway Station, open 8 a.m. to 9 p.m.; Sundays 9-11, 1-2, and 7-9 o'clock. *Branch Offices:* Lilla Ny-Gatan 6; Hö-Torget 14; Handtverkare-Gatan 18; Riddare-Gatan 28; Göt-Gatan 18. Numerous letter-boxes in the streets.

Telegraph Office (Pl. 47; E, F, 4), Skeppsbron 2, always open. Also at Brunkebergs-Torget 2, Handtverkare-Gatan 18, Riddare-Gatan 28, and Södermalms-Torget, open 8 a.m. to 8 p.m.

Bankers. *Sveriges Riksbank*, Jern-Torget 55; *Skandinaviska Kredit-Aktiebolag*, Storkyrkobrinken 7; *Stockholms Enskilda Bank*, Lilla Ny-Gatan 27; *Stockholms Handelsbank*, Kornhamns-Torget 4. Circular notes and foreign money may be changed at any of these; or at *Belmonte's*, Kungsträdgårds-Gatan 2 C, and several other money-changers.

British Minister, *Sir Francis R. Plunkett*, *K. C. M. G.* — **American Minister,** *Hon. Rufus Magee.*

Consuls. American, *Mr. N. A. Elfving*, Drottning-Gatan 13; vice-consul, *Hr. J. A. G. M. Schürer von Waldheim*, Oxtorgs-Gatan 7. British, *Mr. R. Drummond Hay*, Skeppsbron 44; viceconsul, *Mr. C. F. Olivecrona.*

Cabs. Drive within the town, for 1-2 pers. 1 kr.; 3-4 pers. 1 kr. 25 ö.; for one hour 1 kr. 25 or 1 kr. 50 ö., for each additional ½ hr. 60 or 75 ö.; at night, 11-6, a fare and a half; small articles of luggage free; trunk 20 ö., for more than two 50 ö. — For a drive to the Djurgård and other places in the environs 2-2½ kr. for the first hour, and 1-1¼ kr. for each additional ½ hr. — *Cab Stands* near the Post Office, in the Brunkebergs-Torg, on the Skeppsbro, in the Stor-Torg, etc.

Tramways (*Spårvägar*). In the smaller cars the fare is deposited in a box as at Christiania (see p. 1). The drivers give change for sums not exceeding 1 kr., the coin to be changed being handed to him through the small window marked 'Vexling'. The cars of the Ring Line have green name-boards and lanterns, the cars of the other lines have red.

1. Ring Line (fare 10 ö.), every 5 minutes in each direction. From *Slussen* (Pl. E, F, 6) by the *Skeppsbron Quay* to the *Norrbro* (Pl. E, 4), then (to the right) by *Karl den Tolftes Torget*, *Östra Trädgårds-Gatan*, *Norrmalms-Torget*, and *Norrmalms-Gatan*, passing the Linné Park (Humlegården) on the left, to *Roslags-Torget* (Pl. D, 1); then through the *Tegners-Gatan* and past the *Adolf Fredriks-Kyrka* (Pl. C, 1, 2), through the *Vasa-Gatan* and across the *Vasabro* and *Lilla Ny-Gatan* to *Slussen* (Pl. E, F, 6). — From this line diverges a branch, the *Östermalms Line*, which leads to the E. along the Linné Park and then turns to the right and runs to the *Nybro-Gatan* (Pl. E, F, 1). Passengers are entitled to change from one of these lines to the other without extra charge, on demanding a 'Fripollett'.

2. Djurgård Line, connected with the Ring Line (fare 10 ö.), every 10 minutes. From *Norrmalms-Torget* (Pl. E, 2, 3) by the *Nybrohamn* and through the *Ladugårdslands-Strand-Gatan* to the *Djurgård* (terminus opposite Hasselbacken in the *Allmänna-Gränd*; Pl. H, J, 5, 4).

3. The Kungsholms Line (fare 10 ö.; every 8 min.), starting from the *Gustaf-Adolfs-Torg*, ascends along Lake Mälaren, intersects the Ring Line at *Tegelbacken*, and crosses the *Nya Kungsholmsbro* to the *Pil-Gatan*.

4. The Tegnérs-Gatan-Norrtulls Line diverges at the intersection of

the *Tegnérs-Gatan* and the *Stora Badstu-Gatan*, follows the latter, the *Surbrunns-Gatan*, and the *Norrtulls-Gatan* to *Norrtull*, close to the railway-station of *Norrtull* (10 ö.), and goes on thence to *Nya Kyrkogården* (fare from Tegnérs-Gatan 15 ö.).

5. The Södermalm Steam Tramway, starting at the *Monument of Charles XIV. John* (p. 342), ascends through the *Horns-Gatan*, passing the *Adolfs-Frederiks-Torg*, to *Hornskroken* (Pl. B, 7). At the *Adolfs-Frederiks-Torg* (Pl. D, 7) it connects with a horse-tramway ('fripollet' as above) running to the E., through the *Göt-Gatan*, *Pil-Gatan*, etc., to the *Ersta-Gatan* (Pl. H, 7).

Omnibuses every 5 min. from the Riddarhus-Torg (p. 326; Pl. D, 5), across the Norrbro, through the Drottning-Gatan, past the Observatory, and through the Observatorii-Gatan to the Vestmann-Gatan (fare 10 ö.)

Steamboats. The steamboats which ply from Stockholm in every direction are so numerous, and the maze of islands and water-ways around the city is so complicated, that the traveller will at first be somewhat bewildered. Before making any excursion, he should of course consult the latest number of 'Sveriges Kommunikationer', and also the map of the environs, and be careful to ascertain the starting-point of the vessel. For the larger sea-going vessels the principal quays are Skeppsbron, on the E. side of Staden (Pl. F, 4, 5), and Blasieholms-Hamnen (Pl. E, F, 4), adjoining the Grand Hotel and the Museum. For the smaller sea-going and coasting steamers the starting-point is the Riddarholm Quay on the W. side of that island, which lies to the W. of Staden, whence most of the Mälar steamers and those bound for Gothenburg by the canal route also start. A number of the smaller lake-steamers again have their usual berths on the Munkbro and the Kött-Torg, on the W. and S.W. sides of Staden (Pl. D, E, 5). The sea-going steamers will be found in the 'Kommunikationer' under the heads '*Norrut*', '*Österut*', '*Söderut*', and '*Vesterut*'; see also the heads '*Göta Kanal*' and '*Mälaren*'. The following is a short list of the principal routes mentioned in the Handbook. To *Gefle* (p. 363) 4 times weekly from Skeppsbron and 6 times monthly from Karl XII.'s Torget; to *Visby* thrice weekly from Riddarholmen and once weekly from Blasieholms-Hamnen and Klintehamn (comp. p. 377); to *Kalmar* (p. 391) twice weekly from Riddarholmen, and once weekly from Blasieholms-Hamnen (also by the Lübeck, Copenhagen, and Gothenburg steamers); to *Gothenburg* viâ *Kalmar*, *Karlskrona*, *Karlshamn*, *Malmö*, and other ports three times weekly from Riddarholmen; to *Copenhagen* weekly, touching at intermediate ports, from Riddarholmen; to *London* fortnightly from Skeppsbron. Steamers also sail occasionally to Hamburg, Amsterdam, Antwerp, Hâvre, etc. — Steamboats on *Lake Mälaren*, see pp. 342-352.

Steam Launches (*Ångslupar*). Communication between different parts of the city and the suburbs and immediate environs is maintained by numerous small steam ferry-boats, which cross Lake Mälaren and the Saltsjö (p. 352) in all directions at intervals of 3-15 minutes. The fares vary from 3 to 15 ö. according to the distance. The course of these steamers is indicated in the Plan, and it will suffice to give here a list of those plying to the *Djurgård* (p. 344; every 10-15 min.).

1. From the *Strömparterre* (Pl. E, 4) to *Alkärret* (Pl. H, 4); fare 10 ö.
2. From *Karl den Tolftes Torg* (Pl. E, 3, 4) to *Alkärret*; fare 10 ö
3. From the *Räntmästaretrappa* (Pl. F, 5, 6) to the *Jernvägen* at *Allmänna-Gränd* (Pl. H, I, 3, 4; fare 5 ö.) and to *Dockan* on *Beckholmen* (8 ö.).
4. From *Skeppsholmen* (Pl. G, 4, 5) to *Allmänna-Gränd*; fare 3 ö.
5. From *Logårdstrappan* (Pl. E, 4) to *Blåporten* (*Kaptensudden*; Pl. H, 3; fare 12 ö.) and to *Ladugårdsgärdet* (*Hesslingeberg*) and *Djurgårdsbrunn* (15 ö.).
6, 7. From *Gustaf's III. Staty* (Pl. E, F, 4) and from the *Räntmästaretrappa* (Pl. F, 5, 6) to *Manilla* (20 ö.) and *Blockhusudden* (25 ö.) on the S. bank of the Djurgård, several times daily.

Several of the steamboat-routes to the most interesting points in the Environs of Stockholm are described in various parts of the text of the Handbook. The traveller is referred for more detailed information as to

the hours of starting, fares, etc., to the '*Fullständig Tabell öfver Kommunikationerna inom Stockholm och dess Närmaste Omgifningar*', or to the second part of the *Sveriges Kommunikationer* (under the heading '*Stockholms Omgifningar*', with the sub-headings *Mälaren* and *Saltsjön*).

Shops. Booksellers: *Samson & Wallin*, Drottning-Gatan 7, corner of Freds-Gatan; *Fritze*, Gustaf-Adolfs-Torget 18, near the Hôtel Rydberg; *Wilh. Bille*, Drottning-Gatan 25; *Looström & Co.*, Norrbro; *Nordin & Josephson*, Drottning-Gatan 37. — Photographer: *Axel Lindahl*, Ridare-Gatan 41 (photographs of Swedish, Norwegian, and Danish scenery); *W. Eurenius*, Hamngatan 18. — Fishing-gear: *Leidesdorff'ska Manufactory*, Stora Ny-Gatan 12; *Hedvall*, Malmtorgs-Gatan 3. — Furs: *P. N. Bergström*, Storkyrkobrinken 4 and Freds-Gatan 18. — Jewellers (antiquities, etc.): *Hammer*, Blasieholmshamn 12; *Larson*, Gustaf-Adolfs-Torg 14; *Hallberg*, Freds-Gatan 22. — Antiquities also at *Bukowski's*, Arsenals-Gatan 2 D. — Gloves: *Alb. Schmidt*, Arsenals-Gatan 8. — Swedish fancy work: *Bikupan*, Klara Bergs-Gatan 23; *Jos. Leja*, Regerings-Gatan 5. — Swedish iron and steel wares from *Eskilstuna* at the depôt in the Malmtorgs-Gatan.

The Swedish Magazine of Industrial Art (*Svenska Konstlöjd-Utställningen*), Kungsträdgårds-Gatan 2A, is a depôt for carved woodwork in the ancient Swedish style and other products of the national art-industries.

Baths. Jakobs-Gatan 16 (Turkish and others; Pl. 6; D, 4); Gamla Norrbro 5 (Pl. 6; E, 4); Badstu-Gatan 4 (Pl. E, 6). Swimming Bath (Pl. 6; D, 5), at the N. end of the Riddarholm; Ladies' Baths (Pl. 6; F, 4), adjoining the Skeppsholms-Bro, at the S.E. end.

Theatres. *Stora Teatern* (Pl. 40; E, 4; p. 329), admission 1-4 kr. (prices sometimes raised); closed in summer. — *Dramatiska Teatern* (Pl. 41; E, 3), Kungsträdgårds-Gatan 6; admission ½-3 kr. — *Nya Teatern* (Pl. 42; F, 3), Blasieholms-Gatan 4 A; ½-2½ kr. — *Vasa Teatern*, Vasa-Gatan 44, etc. — In the *Djurgård* (p. 344) are the *Tivoli Theatre* (Pl. I, 3), the *Victoria Theatre* (Pl. I, 3), and a *Circus*, open in summer only.

Music in the afternoon and evening at *Hasselbacken* (p. 318), at *Novilla* in the Djurgård, on the *Strömparterre*, at *Blanch's Café* in the Kungsträdgård (p. 329), in the *Berzelii Park* (p. 329), and at *Mosebacken* (p. 342).

Collections, etc.

**National Museum* (p. 334): '*Collection of Art and Industry*, on the 1st and 2nd floor, week-days (Mon. excepted) 11-3, Sun. 1-3 (on Wed., Thurs., & Sat. 50 ö., at other times free); *Egyptian Collection*, Tues. & Frid. 11-3, free; **Historical Museum* (Swedish Antiquities) and *Cabinet of Coins*, on the gronnd-floor, in winter on Frid. 12-2 and Sun. 1-3, in summer on Frid. and Tues. 12-3 and Sun. 1-3 (on Tues. 25 ö.; at other times free). On Monday the Museum is closed to the public, but strangers are admitted for a fee of 1 kr., on application to the door-keeper.

Natural History Museum (p. 333), Drottning-Gatan 94, Wed. 12-2 and Sun. 1-3, free; Sat. 12-2, 25 ö. Strangers admitted at other times (1 kr.).

**Northern Museum* (p. 330), Drottning-Gatan 71 A and 71 C, open on Sun. 1-9, and Mon., Tues., Thurs., and Frid., 11-5 (admission 50 ö.); '*First Annex*', Drottning-Gatan 68, first floor, same times, fee 25 ö.; '*Main Section*', Drottning-Gatan 77 & 79 (first, second, and third floors), week-days 11-5 and Sun. 1-5 (admission 50 ö.); closed on week-days at 3 p.m. in Nov., Dec., Jan., and Feb. Tickets admitting to all the sections 75 ö. Adm. at other than the stated times, double fee.

Konstförening (Art Union; p. 329), Vestra Trädgårds-Gatan 10 (Blanch's Café on the ground-floor); daily (except Mon.) 11-4, Sun. 1-4, admission 25 ö.

National Library (p. 333), week-days, 11-2 (reading-room 10-3).

Agricultural Museum (p. 330), Mäster-Samuels-Gatan 36 (Pl. C, 3), week-days 12-3.

Artillery Museum (p. 329), Wed. 1-2.30 (10 ö.), on other days on application at the director's office to the left of the iron door.

Fishery Museum, Mäster-Samuels-Gatan 43, week-days 12-3, Sun. 1-3.

Geological Museum, Mäster-Samuels-Gatan 36, Mon. & Thurs. 1-3.

Collection of Models at the Polytechnic School (*Slöjdskolan*, p. 330, Pl. 38; D, 3), Tues. 12-2.

Museum of the Caroline Institute (Pl. B, 4), Handtverkare-Gatan 3, a medical collection, Mon. 1-3.

Riddarholms Kyrka (p. 327), in summer (May-Sept.) Tues. & Thurs. 12-2, 25 ö., Sat. 12-2, free; in the other months, Tues. & Thurs. 12-2, on application to the 'Vaktmästare' at the Riksmarskalks-Embětet in the S.W. wing of the Royal Palace (25 ö.).

Riddarhuset (p. 327), on week-days, on application to the 'Vaktmästare', who is to be found till 3 p.m. in the antechamber on the first floor, to the left. Fee 1 kr.

Royal Archives (p. 328), week-days, 10-2.30.

Royal Palace (p. 324), daily, in the absence of the royal family.

English Church (Pl. 21; B, 2), Rörstrands-Gatan (p. 333); chaplain, *Rev. Frederick Case.*

Principal Attractions. *National Museum* (p. 334); *Northern Museum* (p. 330); *Royal Palace* (p. 324); *Riddarholms Kyrka* (p. 327); view from the *Mosebacken* (p. 342); walks on the *Skeppsholm* (p. 343) and in the *Djurgård* (p. 344); excursions to *Drottningholm* (p. 348), *Gripsholm* (p. 350), and to *Gustavsberg* (p. 352) or *Vaxholm* (p. 352).

Stockholm, the capital of the Kingdom of Sweden, and the seat of government and of the supreme courts of law, with 227,000 inhab., in 59° 20′ N. lat. and 18° 5′ E. long., lies at the influx of *Lake Mälaren* into an arm of the Baltic *(Saltsjön)*. It possesses excellent harbours both in the Baltic and Lake Mälaren, which are the scene of busy traffic, except during the four or five months in winter when they are usually frozen over. The situation of the town on islands, on a plain, and on rocky hills, surrounded by water and islands in almost every direction, is exceedingly picturesque. Stockholm has therefore not inaptly been called the 'Venice of the North', and has sometimes been also compared with Marseilles or Geneva; but no such comparison can convey an adequate idea of the place, which differs in many respects from all others. The most striking peculiarity of the city consists in the fact that it lies in immediate proximity with primæval forests and rocky islands, where to this day there is hardly a trace of cultivation. Various modern improvements have been effected in the Norrmalm, or N. quarter of the town, but in the Södermalm, the Kungsholm, by the Observatory, and in the Skeppsholm and Kastellholm the bare granite rock is frequently seen protruding in the midst of the houses.

History. The most ancient national chronicles mention a settlement which lay on the site of the modern city of Stockholm, but which was very unimportant compared with Sigtuna (p. 357) or with Gamla Upsala (p. 362). After the place had been repeatedly plundered and destroyed by pirates and hostile tribes (the Esthonians and Karelians, about the year 1188), *Birger Jarl* in 1255 fortified *Staden*, *Helgeandsholmen*, and *Riddarholmen*, the three islands now occupied by 'the city', protecting them with towers and walls, and constituting them the capital of his dominions. Since that period the history of Sweden, and particularly that of the numerous conflicts between the Swedes and Danes, has centred arouud Stockholm. It was long before the city extended beyond the limits of these three islands. The increasing population had indeed several times begun to occupy the mainland to the N. and S., but these settlements were as often swept away by the Danish besiegers (Margaret in 1389, Christian I. in 1471, and Christian II. in 1520). At length from the middle of the 16th cent. downwards the citizens were enabled to extend their borders in peace. During the regency in the reign of Christina, the daughter of Gustavus Adolphus, the precincts of the city were extended

so as to embrace the N. and S. suburbs, the former of which was erected in accordance with a regular plan. In consequence of various great fires, the old timber-built houses have gradually been replaced with substantial stone edifices. In the 17th cent. the population was 15,000, in 1751 it had increased to 55,700, in 1800 to 75,500, in 1850 to 93,000, and in 1870 to 136,000, while on 31st Dec. 1882 the number was found to be 174,706.

Stockholm consists of the following quarters: —

1. *Staden*, 'the city', the oldest part of the town, situated on an island at the mouth of Lake Mälaren and on the two smaller adjacent islands *Riddarholmen* and *Helgeandsholmen*. It contains the Royal Palace, and is now the headquarters of the shipping and wholesale trade.

2. *Norrmalmen*, or the N. quarter, with the island of *Blasieholmen*, which is now connected with the mainland, the handsomest part of the town, containing all the principal hotels, the railway-station, and the best shops, and consisting of substantial, regularly-built streets. On the height to the N.W. is the new *Vasa Quarter*.

3. *Östermalm* or *Ladugårdslandet*, a quarter adjoining the Norrmalm on the E., the distinctive feature of which formerly consisted of its barracks. It now also contains numerous handsome private houses.

4. *Kungsholmen*, an island adjoining the Norrmalm on the S.W., the site of several hospitals and manufactories.

5. *Södermalmen*, or the S. quarter, which is the most extensive in point of area, but the least interesting part of the city.

6. *Saltsjö-Öarne*, or the Baltic islands of *Skeppsholmen* and *Kastellholmen*, containing naval and military establishments, and lastly *Djurgårds-Staden*, or the park suburb, with the *Beckholmen*.

All these quarters are connected by means of Bridges, by far the most important of which are the *Norrbro* (Pl. E, 4; see below) and the new *Vasabro* (Pl. D, 4), completed in 1878, connecting the Norrmalm with Staden, and *Slussen* (Pl. E, 6; p. 342), or the 'Sluice Bridges', connecting Staden with the Södermalm.

Staden and Riddarholmen.

The most interesting survey of the singularly picturesque site of Stockholm and of its busy harbour-traffic is afforded by the ***Norrbro** (Pl. E, 4), a handsome bridge of seven arches completed in 1797, spanning the short river which forms the principal efflux of Lake Mälaren, and connecting the Norrmalm and Staden. It is constructed of granite, and is 125 yds. long and 20 yds. wide. Part of it stands on the N.E. side of the small *Helgeandsholm*, where, flanking the S.W. side of the bridge, there are a number of shops, the old buildings behind which are to be removed to make way for a new park. On the opposite (N.E.) side of the bridge is the **Strömparterre* (café, see p. 318; steamboats to the Djurgård every 1/4 hr.), to which two handsome flights of steps descend.

'Hur präktigt speglar ej den strömmen at
Torn, hjeltestoder, slott og sångartempel,
Och aftonrodnan öfver Riddarholmen,
Der Sveriges ära sofver under marmor!' (TEGNÉR).

'Tower, heroes' statues, palace, muses' fane
Stand nobly mirrored in the stream beneath,
While bathed in evening-red glows Riddarholm,
Where, beneath marble, Sweden's glory sleeps'.

From the S.E. end of the bridge a broad and massive quay, constructed of granite like all the others at Stockholm, extends to the E. and S., along the E. side of Staden. This is SKEPPSBRON, the landing-place of most of the large sea-going steamers, as well as of numerous local steam-launches. Approaching Staden from the N., we observe on the right the *Mynt-Torg* and the old *Mint*, a building with a façade of four columns, now occupied by public offices. The Mynt-Gata leads thence to the Riddarhus-Torg (p. 326).

On a rocky height at the S.E. end of the Norrbro rises the ***Royal Palace** (Pl. E, 4), begun on the site of an earlier edifice by *Nicodemus Tessin*, a Swedish architect, in 1697, in the Italian Renaissance style. The work was interrupted by the wars in which Charles XII. was engaged, but was at length completed by *Count Carl Gust. Tessin*, *Hårlemann*, and *Cronstedt* in 1753. This massive edifice, consisting of a ground-floor, an entresol, and two upper stories, with a flat roof, forms a rectangle 136 yds. in length and 127 yds. in width, and encloses a court which is nearly square in shape. The N. and S. façades are adjoined by four lower wings, extending to the E. and W., so that the N. façade is double the length of the central building. The N.W. portal, facing the bridge, is approached by a handsome carriage-drive, constructed in 1824-34, and called *Lejonbacken* from the bronze lions, cast in 1704, with which it is adorned. On the S.W. side of the palace are two detached buildings forming a small semicircular outer court, one of them being the chief *Guard House*. On the N.E. side, between the projecting wings, is a small garden called *Logården* or 'lynx-yard', which is said to derive its name from a small menagerie once kept here. It affords a fine view of the harbour, and communicates with Skeppsbron by means of a flight of steps, but is not open to the public. The central quadrangle on the other hand, with the N.W., S.W., and S.E. portals, is always accessible.

The private apartments are shown daily in summer, during the absence of the royal family, while the public rooms *(Festivitets-Våningen)* may be visited at any time. The rooms on each floor are shown by a different attendant (*vaktmästare;* fee 1-2 kr.).

The PRINCIPAL ENTRANCE is on the S.W. side, adjacent to the Guard House. Passing the sentinel posted here, we turn to the left in the gateway and ascend a handsome staircase leading to the SECOND FLOOR. Here, on the right, are the sumptuous state apartments known as the **Festivitets-Våning,** once occupied by Charles XIV. John. Passing through the *Life Guard Saloon*, embellished with arms, the *Concert Room*, and the *Audience Room*, with ceiling-paintings illustrative of the history of Alexander the

Great by *Jacques Fouquet* (1700) and some old tapestry, we enter the *Red Saloon*, embellished with allegorical ceiling-paintings by Fouquet with reference to the youth of Charles XII., several busts in marble, and a valuable silver candelabrum of the time of Charles X. — Farther on we come to the *Grand Gallery*, 52 yds. long and 7½ yds. wide, richly decorated with stucco, marble, and gilding. The handsome doors, carved in oak by *Henrion* in 1696-99, were designed by Fouquet. Ceiling-paintings also by Fouquet, those in the side-cabinets being illustrative of war and peace. This apartment and the following contain a number of sculptures in marble by *Fogelberg*, *Byström*, *Molin*, and others. — The *Great Banqueting Saloon*, known as *Hvita Hafvet* ('the white sea'), a name derived from its white stuccoed walls, 45 yds. long and 38 yds. wide, was formed in 1845 of two rooms originally separate. The ceiling-paintings are by Italian painters of the first half of the 18th century.

The FIRST FLOOR of the same wing (on the right of the visitor ascending the staircase) contains the *Privy Council Rooms*, the *Seraphim Saloon* (for the knights of the Seraphim Order, the highest in Sweden, which is said to have been founded in 1276-90, and was reconstituted in 1748 and 1814), and the *Riks-Sal* or Imperial Hall, where the ceremony of opening the Representative Chambers takes place. — On the left (of those ascending the staircase) are the *King's Apartments*, adjoined by the *Queen's Apartments*. The E. wing also contains the rooms of the *Crown Prince* and *Princess* (entered from the court). These apartments contain numerous portraits of members of the royal family, sculptures by Swedish masters, pictures by Scandinavian artists, magnificent gifts presented by foreign sovereigns, and other objects of value; but a visit to them will hardly repay a traveller whose time is limited. — The S. wing contains the *Palace Chapel* (service on Sundays at 11 o'clock).

In the N.E. wing (entr. from the Lejonbacke) are the royal LIFRUSTKAMMAREN, or KLÄDKAMMAREN, with articles of dress and other memorials of Gustavus Adolphus, Charles XII., Gustavus III., and other Swedish kings (open Tues. 12-3 and Sun. 1-3, in summer also Frid. 12-3; on Tues. 50 ö., other days free). Catalogue from the door-keeper, 50 ö.

The S.E. façade of the Palace, embellished with a colonnade, looks towards the *Slottsbacke*, or Palace Hill (Pl. E, 4), a handsome *Plats* descending to the Skeppsbro. The Slottbacke is adorned with an *Obelisk*, 100 ft. in height, erected in 1799 by Gustavus IV. in memory of the loyalty of the citizens of Stockholm during the war against Russia in 1788-90, while the attitude of the nobility was hostile to their sovereign (p. lxviii). At the foot of the Slottsbacke, on the Skeppsbro, rises the finely executed ***Monument of Gustavus III.** (Pl. E, 4), by *J. T. Sergel*, a Swedish sculptor, erected in 1808 by public subscription in honour of that chivalric monarch. The rudder on which the statue of the King leans is an allusion to his naval victories. This point commands a fine view of the harbour and the Skeppsholm.

The *Governor's House* (*Öfverståthållare-Huset*; Pl. 30; E, 5), on the S.E. side of the Slottsbacke, which possesses a handsome though small court, was erected by the distinguished architect Nicod. Tessin (p. 324), to whom it originally belonged.

At the S.W. end of the Slottsbacke rises the **Storkyrka** (*Great Church*; Pl. 27; E, 5) or *Church of St. Nicholas*, which, according to the inscription, was founded by Birger Jarl in 1264, and entirely rebuilt in 1736-43. The unpleasing tower is 184 ft. in height. In the interior, which consists of a nave with double

aisles, is a valuable altar-piece in silver, ivory, and ebony, embellished with 18 scenes from the Passion (beginning of 17th cent.). An interesting candelabrum with seven branches, of the 14th cent., presented by King Magnus Smek, two huge pictures ('The Last Judgment' and 'The Descent from the Cross') by *Ehrenstrahl* (d. 1698), several ancient tombstones, and the rich treasury of silver vessels are also objects of interest. (The *Klockare* or sacristan lives at Vesterlång-Gatan 21; fee $^1/_2$-1 kr.)

A short street leads from the Slottsbacke to the S. to the Stor Torg (*Great Market;* Pl. E, 5), the central and highest point of the old town, on the N.W. side of which rises the *Exchange* (Pl. 12), where business begins at 1. 30 p.m. daily. In this market-place several tragic scenes have been enacted. In 1280 Magnus Ladulås caused three members of his own family to be executed. In 1437 Erik Puke, and in 1605 the royal counsellor Bjelke were also beheaded here. The saddest event in the annals of the city, known as the Stockholm Blood Bath, took place in the Stor-Torg on 10th and 11th November, 1520, when Christian II. of Denmark caused a great number of his opponents to be executed here with a view to consolidate his power in Sweden, but with the result that the Danes were soon afterwards expelled from the country.

Numerous steep lanes, called *Brinkar* and *Gränder*, intersected by transverse streets, descend from the Stor-Torg to the Skeppsbro to the E., and to the *Stora Ny-Gata* to the W., forming the headquarters of the humbler class of tradesmen, whose Swedish characteristics will interest many travellers.

In the Svartman-Gata, to the S.E. of the Stor-Torg, rises the *Tyska Kyrka* or German Church (Pl. 28; E, 5), erected in 1636-42, but severely damaged by a fire in 1878, and since renewed. The tower is provided with a set of chimes. The pulpit and the altar were presented by German merchants in the 17th century.

We now descend to the S.W. through the *Stora Ny-Gata*, which leads to the N.W. to the Riddarhus-Torg. At the S.E. end of the Ny-Gata lies the *Kornhamns-Torg* ('corn-harbour market'; Pl. E, 5), where we may turn to the left to the Slussen, leading to the Södermalm, or cross to the Maria-Hissen by steam-launch (pp. 342, 343). We may also proceed farther to the right to the *Mälar-Torg* and the *Kött-Torg* ('meat-market'; Pl. E, 5), which is intersected by the railway. These quays command fine views of the Södermalm. To the N. of the Kött-Torg we next reach the *Munkbro* (Pl. D, 5), the busiest scene of the market-traffic of Stockholm, and the landing-place of many of the smaller Mälaren steamers. No. 2 in the Lilla Ny-Gatan, which diverges from the Munkbro to the S.E., is the *Petersenskahus*, once the property of Queen Christina, and recently restored.

The Riddarhus-Torg (Pl. D, 5), bounded on the N.W. side by the Riddarhus and the Town Hall, is adorned with a **Statue of Gustavus Vasa,** designed by *L'Archevêque*, and erected in 1773

by the Swedish nobility on the 250th anniversary of the day when the king entered Stockholm and delivered his country from the Danish yoke. On 13th July, 1756, Count Brahe, Barons Horn and Wrangel, and others were brought to the scaffold here for the crime of conspiring to undermine the constitution. On 10th June, 1810, Marshal Axel v. Fersen fell a victim here to the fury of the populace, who were seriously alarmed by the sudden death of the crown-prince, and believed that he had been poisoned by the marshal.

The **Riddarhus** (*Knights' House;* Pl. 35; D, 5), a brick structure, erected in 1648-70 from designs by *Simon de la Vallée*, is adorned with Latin inscriptions and allegorical figures on the façade. On the first floor is a large room embellished with the armorial bearings of all the Swedish nobles, and with ceiling-paintings by *Ehrenstrahl*, where the Upper Chamber held its meetings down to 1866. A room on the ground-floor contains portraits of all the marshals of Sweden from 1627 to 1865, who have been presidents of the Upper Chamber, with the exception of General Lejonhufvud, who was blamed by the nobility for their want of success in the war against Finland in 1740-43, and beheaded in 1743. Admission, see p. 322.

Adjoining the Riddarhus, on the opposite side of the Riddarhus-Gränd which leads to the N.W. to the Vasa Bridge, rises the **Town Hall** (*Rådhuset;* Pl. 34; D, 5), once the palace of Count Bonde, the royal treasurer, but converted to its present use in 1731. The large Council Chamber contains several antiquities connected with the history of the town. (Apply to the 'vaktmästare.')

From the Riddarhus-Torg a bridge leads to the S.W. to the RIDDARHOLM (Pl. D, 5), on which rises the ***Riddarholms-Kyrka** (Pl. 25), with its conspicuous perforated spire of cast iron, 290 ft. in height. It was formerly a church of the Franciscans, and has for centuries been the burial-place of the kings and most celebrated natives of Sweden. The building is in the Gothic style, but has been disfigured by Renaissance additions and alterations. Divine worship has not been performed here since 1807, except on the occasion of royal funerals. The principal entrance is at the W. end. (Admission, see p. 322.)

The walls of the church are embellished with the armorial bearings of the deceased knights of the *Seraphim Order* (p. 325), and the pavement is formed of tombstones. Flanking the high-altar are the *Monuments of Kings Magnus Ladulås* (d. 1320) and *Charles VIII.* (d. 1470), erected during the reign of John III. in the 16th century. On the right (S.) is the *Burial Chapel of Gustavus Adolphus (Gustavianska Grafkoret)*, constructed in 1633 in accordance with instructions given by the king in 1629 before his departure for Germany. Since 1832, the 200th anniversary of the famous monarch's death (at the battle of Lützen, 6th Nov., 1632), his remains have reposed in a green marble sarcophagus, executed in Italy by order of Gustavus III. for the reception of the body of his father Adolphus Frederick, but unused till 1832, when the remains of Gustavus Adolphus were transferred to it by Charles XIV. John. It bears the simple inscription: *Gustavus Adolfus Magnus.* Between the windows of the chapel are placed German, Russian, and other flags as trophies of the king's

victories. In the vault below are interred *Maria Eleonora of Brandenburg* (d. 1655), the queen of Gustavus Adolphus; kings *Adolphus Frederick* (d. 1771), *Gustavus III.* (d. 1792), *Gustavus IV.* (d. 1837; p. lxviii), and *Charles XIII.* (d. 1818), with their queens, and other members of the Holstein-Gottorp family. — On the opposite (N.) side of the church is the *Carotine Chapel (Karolinska Grafkoret)*, constructed in 1686-1743. It contains the sarcophagus of *Charles XII.* (d. 1718), in black marble, on which is placed a lion's skin in brass, with a crown, sceptre, and sword. To the right is the marble sarcophagus of *Frederick I.* (d. 1751), and on the left reposes his queen *Ulrica Eleonora* (d. 1742), sister of Charles XII. Between the windows are trophies of Polish, Danish, and Russian flags. In the vault below are interred *Charles X. Gustavus* (d. 1660), *Charles XI.* (d. 1697), and their queens, and several princes of the Vasa family. — Adjoining the Chapel of Gustavus, on the S. side of the choir, is the *Bernadotte Chapel (Bernadotteska Grafkoret)*, designed by Prof. Scholander, and constructed in 1858-60. A massive sarcophagus of porphyry here contains the remains of *Charles XIV. John (Bernadotte*, d. 1844). The vault below contains the coffin of his queen *Desideria* (d. 1860), and those of *Oscar I.* (d. 1859) and *Charles XV.* (d. 1872), the queen of the latter, and several members of the royal family.

In the aisles of the church are the burial-vaults of *Count Lejonhufvud*, adorned with numerous Russian flags; *Counts Wachtmeister & v. Fersen*, also with Russian flags; *Count Torstensson*, with a marble bust of *Marshal Lennart Torstensson* (d. 1651), with numerous German and other flags; *Count Vasaborg*, with German flags; *Marshal Banér* (in the centre of the S. aisle, visible through a pointed doorway), with the armour of the marshal (d. at Halberstadt, 1641) and many German flags; and lastly the *Stryks Family*, with Russian, Polish, German, Danish, Saxon, and other flags.

On the Riddarholm are also situated the *Riksdagshus* or Assembly Hall of the Chambers (Pl. 36; D, 5), originally erected in 1794, but almost entirely rebuilt in 1866, occupying the site of the old Franciscan monastery; the *Svea Kammarkollegiet* (Pl. 18; D, 5), which was occupied by the royal family in 1677-1754, previously to the completion of the palace; the *Riks-Arkiv* (Pl. 5; D, 5; adm. p. 322), and other public buildings.

In the centre of the island is the Birger-Jarls-Torg, embellished with a ***Statue of Birger Jarl** in bronze, which was designed by *Fogelberg*, and erected by public subscription in 1854. — The *Railway Bridge* (toll 2 ö.; p. 298), crossing from the Riddarholm to the mainland to the N.W., has a foot-way on the N.E. side, from which a path descends to the *Strömsborg* (Pl. D, 4), a small island containing a restaurant, and to the new *Town Baths*.

The Northern Quarters of the Town.

At the N. end of the Norrbro lies the Gustaf-Adolfs-Torg (Pl. E, 4), in the centre of which rises a lofty pedestal of Swedish granite and marble, bearing an equestrian **Statue of Gustavus Adolphus**, in bronze, designed by *L'Archevêque* in 1777, but not erected till 1796. The pedestal is adorned with bronze reliefs of the Swedish generals Torstenson, Wrangel, Banér, and Königsmark. On 6th Nov., the anniversary of the celebrated king's death, crowds of Stockholmers assemble round the monument, singing hymns and particularly the lines composed by Gustavus himself

before the battle of Lützen ('Förfäras ej du lilla hop'; *i. e.* 'fear not, little band').

On the W. side of the market-place rises the *Palace of the Crown Prince* (Pl. 31; D, 4), erected in 1783-93, and now for the most part unoccupied. The principal building on the N. side is the *Hotel Rydberg;* and on the E. side is the **Stora Teater** (Pl. 10; E, 4; p. 321), designed by *Adlercrantz*, and erected in 1775-82 by Gustavus III., who dedicated it to the 'National Poetry' *(Patriis Musis)*, of which he was an ardent admirer and patron. Among the visitors to the court of Gustavus were Kellgrén, Lidner, Leopold, and Bellman, the chief founders of Swedish literature. It was in this theatre, at a masked ball on 16-17th March, 1792, that Gustavus III. was assassinated by Capt. Ankarström.

Immediately to the N. of the Theatre is the *Jacobs-Kyrka* (Pl. 23), where Marshal Horn is interred (d. 1659), adjoining which on the E. is the KUNGSTRÄDGÅRD ('King's Garden'; Pl. E. 3), adorned with statues of two Swedish monarchs, and embellished with avenues and flower-beds. At the end of the promenades next to the quay rises the ***Statue of Charles XII.**, by *Molin*, surrounded with four mortars captured by that king, after whom this part of the quay is called *Karl den Tolftes Torg.* (Steam-launches to Alkärret, see p. 320.)

The ***Fountain** in the centre of the grounds, also by *Molin*, is embellished with handsome bronze statues of northern river and marine gods. — Nearly opposite the fountain, on the E. side of the grounds, rises the *Dramatiska Teater* (Pl. 41; p. 321), erected in 1842.

A little to the N. of the fountain rises the **Statue of Charles XIII.**, the least popular of all the kings of Sweden, erected by Charles XIV. John to the memory of his adoptive father. It was designed by *Prof. Göthe* and cast at Paris. The noble lions at the foot of the monument are by *Fogelberg.* — To the N.W. of the statue, and adjoining the Hamn-Gata, is the building of the **Konstförening* (Pl. 19; E, 3; exhibition, see p. 321), with *Blanch's Café* (p. 318) on the ground-floor. Adjacent are *Blanch's Picture Rooms.* — Opposite, at the N. end of the Kungsträdgård, is the large *Svea Hall*, in the Moorish style (concerts in the evening).

A little to the E. of the Kungsträdgård, and adjoining the Hamn-Gata and the Nyhro, is the shady BERZELII PARK (Pl. E, 3), named after a **Statue of Berzelius** (d. 1848), the chemist, by *Qvarnström.* Adjacent is *Bern's Salong*, a favourite café, where a band plays in the evening (p. 318). To the N.E. is situated the *Ladugårdsland* quarter of the city. In the *Artilleri-Gård* here (Pl. F. 2) is a well-arranged museum of artillery and small arms (admission, see p. 321). The ground adjoining the *Guards' Barracks* (Pl. G, H, 2) is occupied every July by a *Training Camp*, containing about 1200 infantry and artillerymen (visitors admitted).

To the S. of the Berzelii Park is the Varendorf-Gata, with the new **Synagogue* (Pl. 39; E, 3), designed by Prof. Scholander and erected in 1870. — On the Blasieholms-Hamn, at the S. end of the Kungsträdgård (Pl. E, F, 4), are situated the *Grand Hotel* (p. 316), the *National Museum* (see p. 334), and several handsome new private buildings.

From the Gustaf-Adolfs-Torg (p. 328) diverge several of the most important streets in Stockholm, containing the best shops. To the W. runs the busy *Freds-Gata*, at the end of which, on the right, is the *Academie för de fria Konsterna* (Pl. 1; D, 4), founded in 1735 for the education of painters and sculptors. Near it is the *Post Office* (Pl. 33; D, 4).

To the N.W. of the Freds-Gata runs the long and well-built *Drottning-Gata*, nearly parallel with which is the important *Regérings-Gata*, diverging from the Gustaf-Adolfs-Torg. Between these streets lies the *Brunkebergs-Torg* (Pl. D, 3), which occupies the site of a considerable sand-hill, removed to make way for this market-place. In the Beridarebans-Gata, a little to the N.W. of the Brunkebergs-Torg, is the *Central Gymnastic Institution* (Pl. 17; D, 3), established in 1813 through the influence of *P. H. Ling* (d. 1839). In the Mäster-Samuels-Gata, a few paces to the N.W., are the handsome **Slöjdskola** (Pl. 38; D, 3), or *Mechanical School*, containing a library and collection of models (adm., see p. 321), and the *Landtbruks-Academiens Museum*, or *Agricultural Museum* (adm., see p. 321). On the opposite side of the street, at the corner of the Beridarebans-Gata, is the *Landtbruks-Academiens Bibliotek* (Pl. 2; library open on Wed. and Sat., 12-2).

Between the Drottning-Gata and the Railway Station is situated the **Klara-Kyrka** (Pl. D, 3), erected in 1751-53 after the destruction by fire of an earlier church founded in 1285. It contains sculptures by *Sergel*. ('Klockare', Klara Vestra Kyrkogatan 14 A.) In the adjoining churchyard the poet *Bellman* (d. 1785; p. 344) lies buried.

In the Drottning-Gata, about 7 min. to the N.W. of the Klara-Kyrka, is situated the ***Northern Museum** (Pl. 13; C, 2), a very interesting collection of Scandinavian curiosities, founded by *Dr. Arthur Hazelius* in 1873 and continually added to since. The Museum is divided into several 'Departments', the oldest of which is at Nos. 71 A & 71 C, Drottning-Gatan. The Main Department is at Nos. 77-79, another section at No. 68. The attendants are women in the picturesque costumes of Darlecarlia. Official illustrated catalogue in preparation. (Admission, see p. 321.)

We begin with the **South Pavilion,** Drottning-Gatan 71 A.

Room to the right of the entrance. Prehistoric articles.

I. Room (to the left). Peasant girl from the district of *Blekinge*; *Interior of a house in the district of Ingelstad in the province of *Skåne*, with figures in the costume of the end of the 17th century; kitchen from *Halland*, first half of this century; peasant's room from Vingåker in

Södermanland, 1820, with the figure of a girl receiving presents on the day of the third proclamation of her banns of marriage; reaper from Herrestad in *Skåne*. On the opposite side of the room are glass-cases containing tools and various utensils from Skåne and Blekinge, bridal trinkets, gloves, head-dresses, etc., chiefly of the 17th and 18th centuries.

II. Room. On the right is a glass-press containing tankards, drinking cups, and other utensils from *Östergöttand*. In the centre is a stand with 30 movable frames containing views and figures in curious and picturesque costumes. On the walls are primitive horse-collars, a Runic staff, tools, etc., chiefly from *Vestergötland* and *Östergötland*.

III. Room. Articles from *Småland:* bridal trinkets, including several of the silver spoons which brides wore suspended by chains, and afterwards used by the bride and bridegroom at table. In a case by the window, badges worn by the female peasantry of Värend in memory of the bravery shown by the women of that district in fighting against the invading Danes.

IV. Room. Articles from *Gotland*, *Småland*, *Halland*, *Bohuslän*, etc., including 'Bonader' or hangings used to adorn the walls at Christmas.

V. Room. Articles from *Skåne;* group from the Härad of Vemmenhög; ancient looms and woven stuffs; silver ornaments, including 'Ellakors' or crosses worn as charms against the fairies.

We next visit the **North Pavilion,** on the other side of the Garden. Entrance, Drottning-Gatan 71 C.

I. Room (to the right of the entrance). Objects from *Finland*, with the figure of a 'Kantele' (Finnish guitar) player.

II. Room (on the left). Articles of dress and utensils used by Swedish settlers in *Livonia* and *Esthonia;* carved wood from N. Germany.

III. Room. Glass-presses with girls' caps, head-dresses, trinkets, gloves, etc., from *Denmark* and *Schleswig;* woven stuffs and pottery from *Copenhagen* and *Holland*, etc. The 30 rotatory frames of the stand in the centre contain figures in German, Esthonian, and Danish costumes.

IV. Room. On the right, a sledge said to have been once used by Charles XII. during his last campaign against Norway. Wooden beer tankards, harness, etc. Groups of figures in Helsingland and Lapp costumes. In glass-cases by the window are weapons, tools, Runic staves, female ornaments from *Gestrikland* and *Helsingland;* objects from *Herjedalen* (specimen of Nödhröd or Fladbröd, partly made of bark), *Jemtland*, *Angermanland*, *Medelpark*, *Vesterbotten*, and *Lapland*. Among the last are 'Seitar' or curiously shaped blocks of granite, worshipped by the Lapps, and magicians' drums. Objects from *Greenland*.

V. Room. Costumes, etc., from N. Sweden and Greenland. A large collection of historical objects.

VI. Room. Looms, chests, and boxes.

The principal part of the collection is contained in the first, second, and third stories of Drottning-Gatan Nos. 77 & 79. Entrance to both at No. 79 (admission, see p. 321).

First Floor. *Rooms I-VI.* Objects formerly belonging to the ancient guilds, including master-pieces of various handicrafts, guild-stamps, safes, mugs and tankards. — *Room VII.* contains *Prof. And. Berch's* (of Upsala; d. 1774) 'Theatrum œconomico-mechanicum', an interesting collection of models and similar articles for object-teaching. Specimens of Swedish writing and printing, book-binding, etc.

We now return to the first room in order to reach the other rooms on this floor, which contain objects illustrating the life of the higher ranks. — *Room VIII.* Articles in wrought iron, including a church-door from Sweden, with mountings of the 13th century. — *Room IX.* Pottery and porcelain. — *Room X.* Porcelain and fayence.

A few steps lead down into No. 77 Drottning-Gatan, which contains chiefly wooden articles. — *Room XI.* Mediæval furniture and carved wood; wooden baptismal basin of the 13th cent., carvings from the Edda; Norwegian church-doors. — *Rooms XII-XVII.* Furniture and other household articles of various styles: Renaissance, Rococo, style of Louis XVI. (known

in Sweden as the Gustavian style), and in the style of the empire. — *Room XVIII.* Kitchen utensils; looms, etc. — *Room XIX.* Sun-dials and sand-glasses; Runic staves, ancient Swedish copper money, and a 'Frax' or leathern sack to carry it on journeys. — We return to Room XI., from which we enter *Rooms XX, XXI.*, containing ecclesiastical objects; pictures; a pulpit from *Ronneby*; a chest from *Småland*, with iron mountings representing the legend of St. Hubert, etc.

Second Floor. — *Room I.* Sedan chairs, perambulator used by Charles XV. when a child, harness, saddles, etc. — *Room II.* Embroidery, lace, children's dresses, dolls. — *Room III.* Rich costumes of the 17th and 18th cent.; 'Brudstubb' (bridal petticoat) of 1700, and Gustavus III's Swedish national costume. Two pictures representing the cursor and the janitor of Upsala University. — *Room IV.* Patents of nobility, orders, lottery-'tombola'. — *Room V.* Musical instruments. — *Rooms VI. and VII.* Uniforms and arms of the 15th-18th cent. Portrait figure of Charles XII. — *Room VIII.* Equipments of a wolf-hunter in former days. — *Room IX.* Ancient apparatus for capital punishment. — *Room X.* Fire-extinguishing apparatns, and objects connected with the postal and customs services. — We now return through Room II. to *Rooms XI-XIII.*, containing Portraits and relics of Swedish and Danish kings and celebrated men (*Linnæus, Berzelius, Tegnér, Thorvaldsen, Höckert*, etc.). — A flight of steps descends hence to the *Norwegian Collection* in No. 77 (see below).

Third Floor. *Rooms I-IV.* Objects from *Dalecarlia* or *Dalarne*. In I. a '*By-kladd*' (parish register), or staff inscribed with the names of 100 landowners in the village of Färnäs and its public accounts down to 1857. Cowherd's horns and other rude instruments. In II. Runic Calendar. Room from Rättvik in Dalecarlia, with a gronp representing 'the little girl's last resting-place' after the picture by Amalia Lindegren. In III. Groups of peasants from Mora and Orsa; locks, arms, birch-bark cradles, in which infants are carried to be baptized. In IV. Costumes from Dalecarlia. Domestic objects. — *Room V.* Articles from Upland. In the window a '*julbock*' in straw (used as a plaything at 'Yule'). In the centre a stand with 30 revolving frames with views and costumes. A collection of costumes, etc.; also several '*vägglus-bräder*', drilled with holes ('bug-traps'). — *Rooms VI. and VII.* Objects from *Vestmanland*, *Södermanland* (fignres of two girls from Österaker), and *Nerike*. — *Room VIII.* Objects from *Vermland*. Shoes, trinkets, birch-bark household utensils (partly from Finnish settlements), Nödbröd (see p. 331). Costumes from different parishes.

We now return to the second floor and descend by the staircase mentioned above to the —

Norwegian Collection, which occupies twelve rooms on the second floor of Drottning-Gatan 77.

Rooms I-IV. Fragments of buildings and rustic furniture, timber from 'Stabburs' (storehouses), carved boards, bedsteads, cabinets, and chairs; blocks of wood with a number of human teeth driven into them in accordance with a superstitious belief of thus warding off toothache in future. — *Room V.* Travelling requisites, sledges, horse-collars, saddles, stirrups, a fine carved bedstead from the Romsdal, old tapestry. In the glass-cases at the windows are riding-whips, basket-work, and two '*Budstikker*' (wooden cases for official messages, which the peasantry of each district were bound to carry to a certain point, where they were placed on the ground to await their conveyance through the next district). — *Room VI.* Drinking-vessels. a 'Högsäte' (*i.e.*, a bench used as the seat of honour). — *Room VII.* Drinking-vessels, small carved household utensils, and the following pictures: a girl from Telemarken. a group of a man and a woman from the Numedal, a group from the Hitterdal, a Lapp woman and child from Finmarken. Revolving frames containing figures in Norwegian costume. Carved pieces of wood used for mangling linen by hand. — *Room VIII.* Ornaments and weapons, embroidery, handsome old belts from the Sætersdal (p. 40); powder-horns of the 16-18th centuries. knives, snuffboxes, old halberds. spears, and other weapons. — *Room IX.* Musical

instruments and Norwegian peasant furniture. — *Room X.* Objects from Iceland. — *Room XI.* Household utensils from Norway; scythes, sickles, looms, etc. — *Room XII.* Large furniture from Norway; cabinets, carved presses, chests, etc.

An annex was established in 1888 in the first floor of Drottning-Gatan 68. Admission, see p. 321.

Room I. Objects connected with seafaring: ancient log-canoes, galleons, votive ships from churches, hatchets, grapnels, ship's lanterns and cables. – *Room II.* Mediæval and rococo objects: ecclesiastical objects, furniture, weather-cocks in metal, etc. This room also contains a large modern iron shield, ornamented with engraved designs by the Swedish master Wilhelm Beskow. — Returning through Room I. we reach the *Pharmaceutical Collection* in *Rooms III-VI.*, containing all sorts of drnggist's apparatus. In Room III. is a complete apothecary's shop; in Room V. are a laboratory and various souvenirs of the German-Swedish apothecary Scheele (d. 1783) of Köping, the discoverer of oxygen. — *Room VII.* Baroque and rococo furniture, trinkets, etc.

Just beyond the last-named collection the Rörstrands-Gata diverges to the S.W., in which is situated the tasteful Gothic **English Church** (Pl. 21; B, 2).

On the right in the Drottning-Gata, nearly opposite the Rörstrands-Gata, is the **Academy of Science** (*Vetenskaps-Academi;* Pl. 4; C, 1), founded by Swedish savants in 1739, and endowed by government in 1741. The first director was *Karl v. Linné* (*Linnæus;* 1707-78), the celebrated botanist. The academy now numbers 175 members, of whom 75 are foreigners. The building also contains the valuable **Natural History Collection*, the property of the state, comprising numerous specimens of the northern fauna, minerals, etc. (adm., see p. 321).

A few paces to the E. of the Academy of Science rises the **Adolf-Fredriks-Kyrka** (Pl. C, 1, 2), designed by *Adlercrantz*, erected in 1768-74, and containing an altar-piece (the Resurrection) in plaster, by *Sergel*. There is also a monument here to *Descartes* (d. at Stockholm, 1650), the famous French mathematician and philosopher, whose remains were removed to Paris in 1661.

In the Drottning-Gata, on the left, a little beyond the Academy of Science, is the handsome *Technological Institute* (Pl. 46; B, 1), designed by Prof. Scholander, and erected in 1863, adjoining which is the *Bergskola* or School of Mining. The library and collections of these establishments are open to the public on Mondays and Thursdays, 12-2 o'clock.

On a height at the end of the Drottning-Gata rises the **Observatory** (Pl. B, 1), erected in 1748-52, commanding a fine view of the city ('vaktmästare' 25 ö.).

About 7 min. walk to the E. of the Adolf-Fredriks-Kyrka, and the same distance to the N. of the Berzelii Park (p. 329), is situated the **Linné Park** (Pl. E, 1), a park laid out in the 17th cent., with fine old avenues. Near the S. side of this park rises the **Riks-Bibliotek** or *National Library* (Pl. 11), designed by *Dahl*, and erected in 1870-76, containing upwards of 300,000 printed

books and 7000 MSS. (admission, see p. 322). Among its treasures may be mentioned the *Gigas Librorum*, being a collection of 300 large charters and deeds on parchment, dating from the 9-13th centuries; and a Latin Bible with notes made by Luther in 1529; both taken by the Swedes during the Thirty Years' War, the former from Prague, the latter from Wittenberg. — Behind the museum, in the middle of the park, there was erected in 1885 an imposing **Monument to Charles v. Linnæus**, consisting of a colossal figure of the great botanist, surrounded by allegorical statues of Zoology, Medicine, and Agriculture, cast in bronze after models by *Frithiof Kjellberg*. Near the S.W. side of the Linné Park is the entrance to a tunnel, 275 yds. long, connecting the *David Bagares-Gatan* with the *Luntmakare-Gatan* (toll 3 ö.).

THE NATIONAL MUSEUM.

At the S. end of the Blasieholm (p. 330) rises the ***National Museum** (Pl. F, 4), designed by *Stüler* of Berlin, and erected in 1850-65, a handsome edifice in the Renaissance style, with round-arched Venetian windows, and a portal of greenish Swedish marble. Over the portal are placed medallion-reliefs of six famous Swedish scholars and artists: Fogelberg, the sculptor; Ehrenstrahl, the painter; Linnæus, the botanist; Tegnér, the poet; Wallin, the Orientalist; and Berzelius, the chemist; and statues of Tessin, the architect, and Sergel, the sculptor. The museum comprises the following collections: on the Ground Floor the *Historical Museum* and the *Cabinet of Coins;* on the First Floor the *Art-Industrial Collections* and antique and modern *Sculptures*, on the Second Floor the *Picture Gallery* and the *Drawings* and *Engravings.* Admission, see p. 321; catalogues in the different departments, and at the entrance.

On entering the handsome vestibule, where sticks and umbrellas are given up on the left (2 ö. each), we observe three colossal statues of northern deities in marble by *Fogelberg:* below, on the right, is Odin, on the left Thor, and above them Baldur. Opposite the entrance a few steps descend to the —

GROUND-FLOOR, which contains the admirably arranged —

****Historical Museum**, or *Museum of Swedish Antiquities*, an interesting collection of great value, founded in the 17th cent., and recently much extended by the efforts of *Hr. B. E. Hildebrand.* It now consists of all kinds of objects for domestic, agricultural, and ornamental uses, weapons, implements, etc., from the prehistoric period of Swedish culture down to the present time.

A glass-door leads into the VESTIBULE, where a copy of the excellent *Catalogue by O. Montelius*, in English, may be purchased (2 kr.). The The black figures on white ground indicate the order in which the objects may be conveniently inspected.

ROOMS I. & II. OBJECTS OF THE FLINT PERIOD, a prehistoric era when

the use of metal was unknown, and when the primitive implements of the chase and others were made of flint, bone, or wood. The principal objects here are arrow-heads, axes, earthenware vessels, and amber-beads. The classified objects in the wall-presses and in one of the other show-cases have been found mostly in Skåne. The remaining cases contain objects, most of which were discovered in ancient tombs, from other districts of Sweden. Among these are some prettily carved flints, and some fine battle-axes, the contents of several tombs with the bones of domestic animals, and various characteristic objects in slate from the most northerly districts of Sweden.

Room III. Objects of the Bronze Period, an epoch supposed to have begun in Sweden about a thousand years before Christ, when its inhabitants came for the first time into contact with the more civilised natives of Asia and S. Europe. Specially noteworthy are a shield (No. 1.) of S. European origin, a dagger (5) found in West Gotland, several fine battle-axes, and vessels with rich fringed ornaments.

Then Objects of the Iron Age. About the beginning of the Christian era the Swedes became acquainted with iron and its uses (a metal which was known to the Egyptians between two and three thousand years, and to the Greeks upwards of one thousand years earlier). The objects of the earliest iron period show traces of Celtic influence; a later group has evidently been affected by the culture of the Roman empire as it extended into the provinces, while still more recent objects connect themselves with the Frankish and Alemannic antiquities of W. Germany of the period during and after the great national migrations. In the same room is the rich collection from the Island of Gotland, embracing a period of over a thousand years. We begin at No. 1. No. 2 shows Roman influence; No. 4 represents the period of migration; beside it are the contents of a tomb, including an Indian mussel; some of the brooches have highly characteristic shapes. The collection of silver ornaments (No. 8) from this island is also peculiarly rich. — Room III. also contains various objects of the iron age found on the mainland of Sweden, including four pieces of Roman origin, and numerous golden ornaments. We observe specially the valuable contents of the graves of Vendel, where several warriors were found interred in their ships.

Room IV. Objects of the later Iron Age from the mainland of Sweden. We note here the objects found at Björkö in Lake Mälaren (p. 350), where the earliest Christian burial-place in Sweden was re-discovered, and the valuable collection of silver ornaments. This room also contains copies of a rock in Södermanland, with a Runic inscription and a design from the Siegfried Saga, and of a large Runic stone near Rik in Östergötland, with the longest Runic inscription that has been preserved. — Here also is the Mediæval Collection, embracing objects of the 11th, 12th, and 13th centuries.

Room V. Ornaments, church furniture, and ecclesiastical vestments of the 14th, 15th, and beginning of the 16th cent. (till 1523), including the treasure which had been buried at Dune in the 14th cent., and a votive picture (1498) of St. George from the church of St. Nicholas in Stockholm.

The Royal Cabinet of Coins occupies an adjoining room (to the N.E.). A number of Swedish medals are exposed to view in glass-cases, but most of the coins are kept in presses, and are shown by special permission only.

Room VI. Modern objects in five divisions; 1523-1611, 1611-1654, 1654-1718, 1718-1809, and 1809 to the present time. This collection contains some very valuable objects, many of which belonged to Swedish monarchs.

We now return to the staircase, pass the 'Garderobe' on the first landing, ascend the white marble steps to the —

First Floor, and by a door on the left enter the —

Ceramic Collection, which fills two rooms with its 4500 specimens.

Room I. To the left of the entrance is a large Moorish-Spanish

vase; in the first press articles of a similar origin, and majolica from Urbino and other Italian manufactories, chiefly purchased by N. Tessin (p. 324) in Italy at the end of the 17th cent. The next 11 large cases contain French, Dutch, German, and Swedish pottery and porcelain, pottery from the Lower Rhine (Kreussen and Siegburg), and Wedgwood ware. The eight smaller cases, standing between the larger ones, contain porcelain from Meissen (Dresden), Vienna, Berlin, Capo di Monte, the Hague, Amsterdam, Niederweiler, Frankenthal, Nymphenburg, Rörstrand, Marienberg, Derby, Copenhagen, St. Petersburg, Sèvres (pâte tendre), etc.

Room II. Chinese and Japanese porcelain, including a specially fine collection of the Japanese Chrysanthemum-Peony porcelain, so-called after its flower-patterns, and of Japanese crackle-ware (with purposely cracked and scratched glaze), lacquered vases, and vessels with European patterns (Swedish coats of arms).

Room III. The **Collection of Sculptures** (catalogue 50 ö.) begins here. This room contains Antiques, chiefly busts of the Roman imperial epoch, most of them being portraits (66. Bust of *Apollodoros*, an Athenian, with a Greek inscription, curious). Then: 45. Colossal bust of *Venus*. The gem of the collection is in the centre: *1. *Sleeping Endymion*, in Parian marble, excavated in Hadrian's Villa at Tivoli in 1783, and purchased by Gustavus III. — Handsome Candelabra (180, 181) and a fine Marble Vase (184). Also a collection of vases and small antiques.

Room IV. Bronzes, chiefly modern copies. Among the few Renaissance works here is, in the centre, No. 352. *Psyche borne by three Amoretti* (from Prague, supposed to be a work of the school of *A. de Vries*).

Room V. The principal Antiques are exhibited here. They are all in the Græco-Roman style of the empire, and many of them are marred by restoration. Nos. 3-12. *Apollo Citharœdus* and the *Nine Muses* (Nos. 8 & 10 particularly good); 2. *Athena;* 201-221. *Greek Tombstones;* 228-236. *Roman Tombstones.* In the centre: *107. *Fountain*, with an interesting relief relating to Romulus and Remus; 179. Handsome *Rhyton* (drinking-vessel) in marble.

Room VI., a large saloon containing Casts, with a fine view from the windows. (The following rooms also command good views.)

Room VII. Casts of works of decorative art.

Room VIII. Modern Swedish Sculptures.

Nos. 357-372. *Johan Tobias Sergel* (1740-1814; founder of the Swedish school of sculpture; in the centre, 359. Psyche and Cupid, his master-piece; 362. Colossal bust of Gustavus III. (to whose court the sculptor was invited); 373-376. *Erik Gustaf Göthe* (1779-1838); 377-389. *Johan Niklas Byström* (1783-1848; a pupil of Sergel); 390, 391, 395, 396. *Bengt Erland Fogelberg* (1786-1854); 397. *Carl Gustaf Qvarnström* (1810-67); 769. *Kjellberg;* 398-401. *Johan Peter Molin* (1814-73); several works by *J. Börjesson.* No. 403. Hylas, by *Bissen*, a Dane; 404. Magdalena, by *Ant. Novelli* of Florence (d. 1662); 604. Copy by *A. Gille* of a colossal bust of Alexander von Humboldt by *David d'Angers.*

Room IX., a small apartment containing casts and models by *Sergel* and other Swedish sculptors.

The **Collection of Furniture** (Rooms X-XIV.), which we next enter, removed hither from the palace at Ulriksdal (p. 347), is arranged in a series of rooms and cabinets, according to the various styles. In the eleventh room, the ornamental furniture (chiefly of Italian origin) should be noticed, especially two large *Cabinets in ebony. Room XIII. contains *Objects in Metal and Carvings in Wood, Ivory, and Amber;* also four apartments in the style of the 17th cent., comprising chiefly German furniture. Three detached presses in this room contain the *Collection of Glass.* Room XIV. contains a collection of watches and two apartments with German furniture of the 17th, and Dutch rococo furniture of the 18th century.

On the left side of Room X. is a door leading to the sunken floor, containing the small **Egyptian Collection** (adm. Tues. and Frid., 11-3).

Another marble staircase ascends to the —

Second Floor, nearly the whole of which is occupied by the picture-gallery.

The ***Gallery of Ancient Masters** was formed chiefly during last century. In 1750 the palaces and châteaux of Stockholm contained 330 of these pictures. The collection was greatly enriched by *Queen Louisa Ulrica*, a sister of Frederick the Great, with the aid of *Count Carl G. Tessin*, the Swedish ambassador at Paris (1739-42), whose own collection she purchased. Her son *Gustavus III.* followed in her footsteps. From that period date in particular the interesting series of decorative paintings of the French School, and also the best Netherlandish works. The Italian pictures consist of the *Martelli Collection*, purchased at Rome in 1798, and smaller collections purchased at a later date. More recently the gallery has been enriched by presentations from patriotic societies and private donors.

The majority of the German, Spanish, and Italian works are of little value, but the French school of last century is better represented here than in any other gallery out of Paris. To this department belong a number of valuable large works by *Desportes, Oudry, Boucher*, and *Natoire*, and several cabinet-pieces by *Chardin* and *Lancret.* — Several of the best Dutch masters of the 17th cent. are also represented by admirable works: *Rembrandt* by his 'Ziska', a 'Cook', and several portraits, *Rubens* by his two copies from Titian, and *Snyders, Jordaens, Fyt, C. de Vos, Steen, Ochtervelt, Hooch, Wynants, Wouwerman, Dou, Van Goyen, J. van Ruysdael*, and *Ostade* by pictures of great merit. The gallery also possesses a number of interesting works by rare masters, the value of which is chiefly historical. — Critical Catalogue by *G. Göthe* (3 kr.). Each picture bears the name of its painter.

The entrance to the Ante-Room from the staircase is flanked by two antique columns brought from Italy by Gustavus III.;

passing through it, we turn to the right and enter the rooms of the old masters.

The ITALIAN AND SPANISH SCHOOLS occupy a saloon lighted from above and three of the six cabinets adjoining it. The other three cabinets belong to the department of the Modern Schools (see p. 341).

SALOON. Right side: 133. *Leandro Bassano*, Festival of Cleopatra; 82. *Carlo Dolci*, Magdalen; *Unknown Masters*, 759, Still-life, 761. Lazzarone, 755. Christ with the crown of thorns. On the wall to the left, 11. *Caravaggio* (?), Judith. — 2nd CABINET: 84. *Carlo Dolci*, Christ at the house of Simon the Pharisee. — 3rd CABINET: four small pictures by *Tiepolo*; sketches for the decorative works in the Scuola dei Carmini at Venice.

A room beyond the Italian saloon chiefly contains GERMAN AND EARLY DUTCH PICTURES.

Nos. 260, 261. *B. Denner*, Portraits of an old man and an old woman; 507, 508. *Jan Massys*, Venus and the amorous old man (1566). — 257. *L. Cranach*, Charles V. and John Frederick of Saxony hunting. — 370. *Jan Brueghel*, The market (1609). — 1080. *L. Cranach the Elder*, Lucretia (1528). — 430. *Fr. Floris (Cornelis de Vriendt)*, Sea-gods. — 466. *Gillis d'Hondecœter*, Orpheus. — 1371. *Ant. Moro* (?), Portrait.

We next reach the NETHERLANDISH SCHOOL, which occupies a saloon lighted from above and five adjoining cabinets.

SALOON. Entrance-wall: 595. *Rubens* (school-piece), The four fathers of the church; 608. *Rubens*, Esther and Ahasuerus (a sketch); *607. *Rubens*, Daughters of Cecrops finding Erichthonius (a sketch); 596. *Rubens*, Susanna in the bath; *606. *Rubens*, Samson slaying the lion (a sketch); *404. *Van Dyck*, St. Jerome (an early work); **599, **600. *Rubens*, Sacrifice to Fertility, and a Bacchante, copied by Rubens in 1601-8 from Titian's famous works then at Rome, but now at Madrid; 386. *A. Cuyp*, Family portraits (1661); 581, *582. *Rembrandt*, Portraits (1655). 585. *Rembrandt*, Portrait of a young man (ca. 1638); 1349. *Rembrandt*, St. Peter (1632). — **578. *Rembrandt*, The so-called Oath of John Ziska (perhaps rather an Old Testament subject), of great breadth and very effective, but unfinished, the master's largest work after the Night Watch at Amsterdam (about 1654). 517. *Paulus Moreelse*, Portrait. — 462. *Hobbema*, Cottage among trees; 616. *Jacob v. Ruysdael*, Forest-path; **584. *Rembrandt*, 'Portrait of his cook' (1651); *583. *Rembrandt*, Portrait of Saskia van Ulenburgh (1632); 512. *G. Metsu*, The smithy, a decorative picture of his early period; 637. *Snyders*, Still-life; 577. *Pynacker*, Waterfall. — *478. *C. Huysmans*, Landscape; 636. *Snyders*, Dogs fighting over their food; 488. *Jordaens*, Adoration of the Shepherds (1618); *433. *Fyt*, Dead game (1651); *1159. *Jordaens*, King Candaules tempting Gyges; 420. *Unknown Artist*, Labourers in the vineyard: *639. *P. de Vos*, Stag-hunt; *303. *J. d'Arthois*, Large, wooded Flemish landscape; 486. *K. du Jardin*, Portrait of H. van Huteren (1674); 398. *H. Dubbels*, Stormy sea; 534. *Moeyaert*, Preaching of John the Baptist (1631); 353. *P. Soutman*, The Evangelists; 1099. *J. Breughel*, Flower-pot; 500. *P. Lastman*, Sacrifice to Juno; *1120. *Jan de Bray*, Flute-player.

I. CABINET: 423. *B. Fabritius*, Family at table (1650); 1046. *G. Horst*, Meeting of Jacob and Esau (1641; a sketch); *418. *G. v. d. Eeckhout*, The satyr and the peasant; 442. *J. v. Goyen*, Halt by a farm; 588. *Moeyaert*, The angel leaving Tobias; *576. *Rembrandt*, St. Anastasius in his cell (1631); 421. *A. v. Everdingen*, Norwegian fjord (1648); *443. *J. v. Goyen*, View of Dordrecht (1655); *473. *P. de Hooch*, Woman by a cradle; *471. *P. de Hooch*, The letter; 539. *Th. de Keyser*, Family portraits; 672, 673. *W. van de Velde*, Small sea-pieces; 1386. *P. Codde*, Domestic scene.

II. CABINET: 310. *C. Bega*, Music-lesson (1663); 356. *R. Brakenburgh*, The dance (1699); 548, 549, 554. *A. v. Ostade*, Small portraits; *1117. *Unknown Artist*, Old woman reading (1658); *550. *A. v. Ostade*, Peasants

amusing themselves in front of their house (1660). — *A. v. Ostade*, 551. Advocate at his study-table (1664); 552. Interior (1643). 721, 722, 1143, 1153. *J. Wynants*, Landscapes; 1325. *B. Cuyp*, Resurrection; 682. *S. de Vlieger*, Oak-wood; *G. Dou*, 393. Magdalen, 394. Portrait of himself; *Is. van Ostade*, 557. Youth, 1394. Interior; 1387. *P. de Molyn*, Landscape.

III. Cabinet: 657, 658, 660. *Ochtervelt*, Genre-pieces; 618. *J. v. Ruysdael*, View of a seaside-village from the downs (an early work); 617. *G. du Bois*, Landscape; 647. *J. Steen*, Card-players; 593. *Unknown Master (H. M. Sorgh?)*, Butcher; *562. *J. van de Capelle*, Calm sea (1649); 667. *A. van de Velde*, Young shepherd (an early work; 1657); *683. *H. van Vliet*, Interior of the church of St. Ursula at Delft; 510. *G. Metsu*, Card-players; 677. *C. Verhout*, Sleeping scholar (1663); 326, 327. *A. van Beyeren*, Fish.

IV. Cabinet: 305. *P. v. Asch*, Landscape; *Th. Wyck*, 695. Halt at a tavern, 720. Portrait; 485. *K. du Jardin*, Cattle pasturing (1657); 701, 702. *Jan Wouverman*, Summer and Winter (landscapes); eleven pictures by *Ph. Wouverman*, among which may be mentioned Nos. *709 and 714 (Winter-scene, Bridge).

V. Cabinet: 453, 1181. *J. de Heem*, Still-life; 483. *Karel du Jardin*, Italian landscape; 1084. *F. de Moucheron*, Landscape; 594. *W. Romeyn*, Herdsman and cow in a grotto.

Passing through the saloon, and turning to the left, we regain the staircase, from which a doorway, opposite that of the picture-gallery, and also flanked by two antique columns, leads to the left into a room containing the Collection of Engravings and Drawings. The Collection of Engravings (catalogue 25 ö.), the foundation of which consists of the Crozat Collection purchased at Paris in the first half of the 18th cent. by Count Carl G. Tessin, now numbers upwards of 80,000 plates.

In the glass-cases are exhibited at present water-colours by Swedish painters, which are changed from time to time. On the walls are hung a few large paintings by Swedish masters: 1058, 1250. *M. E. Winge*, Subjects from northern mythology; 937, 938. *J. E. Bergh*, Landscapes.

The Drawings, particularly those of the Netherlands Schools, are also very valuable.

Among them should be noticed a large and admirable portrait by *Lucas van Leyden;* about a dozen genuine drawings by *Rubens* (including studies for the Rustic Dance and the portraits of Ferdinand and Francesco Gonzaga); nearly as many by *Van Dyck*, rare and excellent (an English couple, Crucifixion of St. Peter, C. van Geest, etc.); a series of very clever sketches by *Adr. Brouwer*, *D. Teniers*, and *Adr. van Ostade;* and above all about 50 admirable and important drawings by *Rembrandt*. Of these last, ten are exposed to view, and the others are kept in portfolios. They are chiefly sketches for pictures (Christ appearing to Mary, for his picture at Brunswick; Sacrifice of Manoah, at Dresden; Abraham's Sacrifice, at St. Petersburg, etc.); also a portrait of Titia van Ulenburgh, his sister-in-law (1639), and several valuable studies.

Returning to the staircase, we next visit a saloon lighted from above and a cabinet containing the French Pictures.

Saloon: 1326. *Jouvenet*, St. Bruno; *845. *Pater*, Woman skating; *884. *H. Rigaud*, Portrait of Cardinal Fleury; 891-897. *J. Vernet*, Landscapes; 785. *Jean Bapt. Chardin*, Still-life; *846. *Van Loo*, Louis XV., full-length figure. *Fr. Boucher*, **770. Triumph of Galatea, perhaps the artist's master-piece (1740); 768. Toilet of Venus (1746); *769. Venus and the Graces bathing; *771. Leda and the swan. Then, 793. *Noël Nic. Coypel*, Judgment of Paris (1728); 854. *Le Moyne*, Venus and Adonis (1729); 883. *H. Rigaud*, Portrait of Charles XII. in full armour; 861-864, 866, 867, 870, 872. *J. B. Oudry*, the finest being *867. (Stag-hunt, an admirable work); 1313. *A. Pesne*, Portrait of Ch. Fred. Sparre (1744); 830. *Claude*

Lorrain (?), Large Italian landscape at sunset; 798, 790, 801, 797. *Fr. Desportes the Elder*, Large still-life pieces and other good decorative pictures; 773. *Fr. Boucher*, 'Pense-t-il aux raisins' (1747); 813. *G. Poussin*, Landscape.

CABINET: 778, etc., *Chardin*; 772. *Fr. Boucher*, The toilet (1746); 843, 844. *Lancret*, The swing, Blind-man's-buff; 874. *Pater*, The bathers; 888. *H. Taraval*, Venus and Adonis.

The next four cabinets contain a number of pictures by Flemish and Dutch painters.

I. CABINET, to the left of the entrance: *407. *Antwerp Master*, Drawing-room of Rubens; *653, 654. *D. Teniers the Younger*, Four smokers at a table (about 1648), Rustic tavern (1661); 603. *Rubens*, Susannah in the bath (small; 1614); 640. *Snyders*, Still-life; 1146. *J. van Es*, Still-life; 602. *Rubens*, Two naked children (sketch); 1183. *J. d'Arthois*, Landscape; 1393. *D. Seghers*, Flowers.

II. CABINET: 623. *D. Ryckaert the Younger*, Rustic interior; 390. *D. van Delen*, Party at table in a drawing-room (1631); 434, 435. *J. Fyt*, Still-life; 1292. *M. van Helmont*, Rustic festival; 1389. *S. Verelst*, Flowers.

IV. CABINET: 528. *H. Mommers*, Landscape.

Traversing the saloon and proceeding in a straight direction, we reach a corridor, leading to four rooms dedicated to the EARLY SWEDISH MASTERS, the most distinguished of whom was *Dav. Klöker von Ehrenstrahl* (1629-98). Two portraits by him (948, 949), are in the fourth room. — Beyond these rooms is a cabinet containing WATER COLOURS AND PASTEL-DRAWINGS. — We next inspect the works of the —

Modern Northern Schools, which may be more correctly described as offshoots of the schools of Düsseldorf, Munich, and Paris. The Norwegian artists in particular, with few exceptions, have been trained in Germany, where most of them have usually resided, although they have generally derived their subjects from their native country. So similar is their style to that of the Germans, that *Tidemand*, *Gude*, *Munthe*, and others are usually claimed as members of the German school. About half of the Swedish masters, on the other hand, have gone for their art-education to Paris, and the rest to Germany. The former have as yet produced few great works, while the latter resemble the average German painters of modern times. A few Danish masters are also represented here. This department of the gallery occupies a saloon lighted from above, the six adjacent cabinets, and the ante-chamber. The following list comprises works by the more eminent of these artists, whose nationality is indicated by the letters S., N., and D.

SALOON. Left side: 1381. *J. Kronberg* (S., born 1850), Saul and David; 1319. *A. Tidemand* (N., 1814-76), The fanatics; *1138. *P. G. Wickenberg* (S., 1812-46), Dutch coast; 999. *B. Nordenberg* (S., b. 1822), Tithe-day in Skåne; 1223. *J. A. Malmström* (S., b. 1829), Dance of elves by moonlight; 1296. *G. O. Cederström* (S., b. 1841), Epilogue; 1320. *C. H. d'Unker* (S., 1828-1866), The pawnbroker; no number, *S. M. Larson* (S., 1825-64), Norwegian landscape. — End-wall: 1154. *G. v. Rosen* (S., b. 1843), King Eric XIV., with Catharine Månsdotter and Göran Persson. — Side-wall: 944. *Charles XV.* (d. 1872), Swedish landscape; 1275. *Morten Müller* (N., b. 1828), Norwegian landscape; *H. A. L. Wahlberg* (S., b. 1834), 1155. Landscape, 1027. Winter landscape with bear-hunt; 1355. *J. Fr. Höckert* (S., 1826-66), Burning of the palace at Stockholm in 1697; 1239. *H. A. L. Wahlberg*, Twilight on the

sea-coast; 1025. *C. H. d'Unker*, Third-class waiting-room; 1056. *F. J. Fagerlin* (S., b. 1825), Jealousy; 1316. *J. Kronberg*, Huntress Nymph; 967. *J. Fr. Höckert*, Lapland interior.

I. CABINET: 955. *Fahlcrantz* (S., 1774-1861), View of Kalmar Castle by moonlight.

II. CABINET: 1028. *J. W. Wahlbom* (S., 1810-58), Death of Gustavus Adolphus; 1197. *N. I. O. Blommér* (S., 1816-53), Neck and the daughters of Ægir, a scene from northern mythology; 1356. *L. A. Lindholm*, Interior.

III. CABINET: *J. G. Wickenberg*, *1244. Winter landscape, 1245. Landscape with cattle; 1215. *S. M. Larson*, Sea-piece; 1207. *J. F. Höckert*, Wedding in Lapland; 1225. *B. Nordenberg*, The worried sheep.

IV. CABINET: 1238. *H. A. L. Wahlberg*, Landscape; 991. *Am. Lindegrén* (S., b. 1814), Girl with an orange.

V. CABINET: 1113. *P. D. Holm* (S., b. 1835), Swedish forest; 1156. *G. Salomon* (S., b. 1821), Young girl with an open letter in her hand.

VI. CABINET: 1362. *H. Salmson* (S., b. 1843), Youthful gleaner; 954. *Fagerlin*, Fisher-boys smoking; 1210. *Aug. Jernberg*, The broken pipe; 1112. *Agnes Börjesson* (S., b. 1827), Old love; 1204. *Fagerlin*, Convalescence; 1293. *G. v. Rosen*, Portrait; 1059. *G. Rydberg*, Landscape; 1364. *Fagerlin*, Dutch interior.

We now proceed through the Saloon and the Ante-Room to the three CABINETS adjoining the Italian and Spanish Saloon, mentioned at p. 338. I. Cabinet: 1275. *Morten Müller*, Norwegian landscape. — II. Cabinet: 1267, 1285, 1336. *C. Hansen*, The visit, Peasant family mourning, A dangerous witness; 1263, 1266, 1264, 1265, 1343. *H. F. Gude*, Among the rocky islands *(Skærgård)*, Old seaman and boy, Mountain-landscape in Wales, Three sea-pieces; 1277. *A. Tidemand*, Fortune-teller and Dalecarlian peasant-woman. — III. Cabinet. 1279. *Melbye*, Sea-piece.

We now return to the ANTE-ROOM, where the most recent purchases are usually hung. Also 1396. *G. v. Rosen* (S., b. 1843), Portrait of Nordenskjöld; 1247. *M. E. Winge* (S., b. 1825), 1198, 1252. *Arbo* (N., b. 1831), Scenes from northern mythology; 1222. *Malmström*, Ingeborg receiving tidings of Hjalmar's death; 1026. *Wahlberg*, Swedish landscape; 1282. *C. F. Sörenson* (D., 1818-79), Sea-piece; 1363. *G. O. Cederström*, The corpse of Charles XII. (p. 278) on its way to Sweden (winter-scene). — Regaining the staircase, we descend and quit the building.

The open and partially planted space in front of the N.W. façade of the National Museum is embellished with the ***Bältespännare** ('girdle-duellists'), an admirable group in bronze, the masterpiece of *Molin*, the talented Swedish sculptor. It represents one of those murderous old Scandinavian duels in which the combatants were bound together with their 'belts' and proceeded to fight out their battle with their knives. As these 'Knifgånge' often terminated fatally to one or even both the duellists, the women used to carry a winding-sheet for their husbands to banquets where quarrels were likely to arise (comp. *Pontoppidan's* 'Første Forsøg paa Norges naturlige Historie', Copenhagen. 1752; and 'Fanitullen', a Norwegian poem by *Moe*). The four reliefs on the pedestal, with their Runic inscriptions from the Edda, represent the origin and the issue of the combat.

1. DRINKING. '*Är ikke så godt, som godt (de) säga, öl (för) menniskors söner; ty allt mindre vet, som mer dricker, till sitt sinne mannen*'. ('Not so good as good they say it is, is ale for the sons of men; for the man knows in his mind always less, the more he drinks'.) — 2. JEALOUSY. '*Galna från kloka gör menniskors söner han den mäktiga kärleken*'. ('Mighty love makes fools of wise sons of men'.) — 3. BEGINNING

OF THE COMBAT. '*Drogo de ur skidan skidejern, svärdets eggar till behag (för) trollen*'. ('They draw the knife out of the sheath, the edge of the sword, to the satisfaction of the evil spirit'.) — 4. THE WIDOW'S LAMENT. '*Ensam är jag vorden som asp i lunden, fattig på fränder som furan på qvistar*'. ('Solitary am I become, like the aspen in the grove, poor in relations, as the fir in branches').

SÖDERMALM.

The least interesting part of the town is the SÖDERMALM, or S. quarter, situated on the mainland beyond the '*Sluss*', the bridge connecting it with the Stad. Its situation, however, is picturesque, and it is built on the natural undulations of the rock. One of the principal streets bears the characteristic name of *Besvärsgata* ('fatigue street'). The chief attraction to travellers in this part of the town, and one that should not be missed, is the view from the Katarina Hissen, to which we now direct our steps.

At the S. end of Staden lies the *Sluss-Plan* (Pl. E, F, 6; tramway terminus, see p. 319), adjoined on the W. by the Kornhamns-Torg (p. 326) and on the S. by the *Söderström*, an efflux of Lake Mälaren, through which smaller vessels pass by means of a '*Sluss*' ('lock' or 'sluice'). This channel is crossed by two iron bridges, leading to the Södermalm, and commanding a view of the busy market-traffic in the neighbourhood. Between the bridges lies an open space called the *Karl-Johans-Torg* (station of steam-tramway), embellished with an equestrian **Statue of Charles XIV. John** (Pl. E, 6), erected by Oscar I. in 1854. The monument, which represents the king in the costume of a Swedish marshal, was designed by *Fogelberg*.

We turn towards the left from the bridge and reach the ***Katarina Hissen** (Pl. E, F, 6), or steam-lift, opened in 1883, which raises us in less than a minute to the top of the Södermalm (ascent 5 ö.; descent 3 ö.). On the platform at the top is a restaurant, which affords the best **VIEW OF STOCKHOLM and its environs. At our feet extends the Saltsjö, enlivened with numerous sea-going ships, among which the small steam-launches dart hither and thither. The most prominent of the buildings of the town are the Palace and the National Museum. To the right lies the Djurgårdstad, backed by the oaks of the Djurgård and the neighbouring rocky heights; to the left stretches Lake Mälaren. The view has its special charms at each season of the day. — An iron viaduct, 160 yds. long, leads from the platform of the Hissen to the Mosebacke-Torg (Pl. F, 7), on the N. side of which are the *Södra Teatern* (Pl. 45) and the entrance to the **Mosebacken* (Pl. 29; F, 7; *Variété-Theatre, Restaurant & Café*, pp. 318, 321).

The handsome *Katarina-Kyrka* (Pl. F, 7), founded in 1659 on the spot where the victims of the 'Stockholm Blood-bath' of 1520 had been interred, and rebuilt in the Renaissance style in 1724, is surrounded by a cemetery. From this church the Tjärhofs-Gata

(Pl. F, G, H, 7) leads to the E. in 1/4 hr. to *Danvik*, whence a small steamer runs hourly on the Hammarby-Sjö to *Nackanäs*, a favourite holiday-resort of the Stockholmers (p. 347).

To the W. of the bridges crossing to Södermalm, near the point where the Bellmans-Gata joins the *Söder-Mälar-Strand* (formed by blasting the rocks; steam-launch from the Kornhamns-Torg, p. 326), rises the ***Maria Hissen** (Pl. E, 6; 92 ft. high; 6 ö.), another lift or elevator, with a café-restaurant affording a fine view.

Environs.

Both the immediate and more remote environs of Stockholm afford a great variety of beautiful walks and excursions, and most of the points of interest may be reached expeditiously, cheaply, and pleasantly by one or other of the numerous little steamers which flit about in every direction, both on the Baltic and Lake Mälaren. The information given below as to the times of the departure of the steamers should be checked on the spot or by a reference to the latest number of the *Sveriges Kommunikationer* (comp. p. 320).

One of the most attractive places near the city is the charming *Djurgård* or *Park* ('deer-garden'), to which steamers ply every 10-15 min. from the Strömparterre, Karl XII.'s Torg, the Räntmästare-Trappa, and the Nybro (in 8-10 min.; comp. p. 320). It may also be reached by tramway-car from Slussen, viâ Gustaf-Adolfs-Torg, Karl den Tolftes Torg, Grefbron, and the Ladugårdlands Strand-Gata. Excursionists by steamer should observe that *Alkärret* (Pl. H, 4) is the starting-point for the boats to Karl den Tolftes Torg and the Strömparterre, the points nearest the hotels; while the boats from the *Allmänna-Gränd* (Pl. H, I, 5, 4) land their passengers at *Staden* and the *Skeppsholm*.

Instead, however, of proceeding direct to the Park, we cross the *Skeppsholms-Bro*, leading from the National Museum to the **Skeppsholm** (Pl. F, G, 4, 5), a small island containing some of the chief military and naval establishments of Stockholm. — A monument has been erected here in commemoration of the Polar Expedition conducted by *Prof. Erik Nordenskjöld* in 1878-80.

Passing the *Karl-Johans-Kyrka* on the left, and several handsome barracks on the right, a pleasant shady road leads to the S.E. to a wooden bridge by which we cross to the small **Kastellholm** or *Castle Island*, which also contains several barracks and other buildings. The **Tower* on the highest point of this island commands an admirable view of the environs ('vaktmästare', or one of the sailors on guard, 50 ö.; ascent of 94 steps, and then by an iron ladder of 8 steps more). On this island stands also the pretty club-house of the Stockholm Skating Club *(Skridskoklubben)*.

Retracing our steps to the bridge, we cross it and turn to the right, soon reaching the little steam ferry-boat which plies every

few minutes between the Skeppsholm and the Allmänna-Gränd (3 ö.). Crossing to the latter (which is also the tramway-terminus, p. 319), we pass through the small suburb of *Djurgårds-Stad*, and thus reach the —

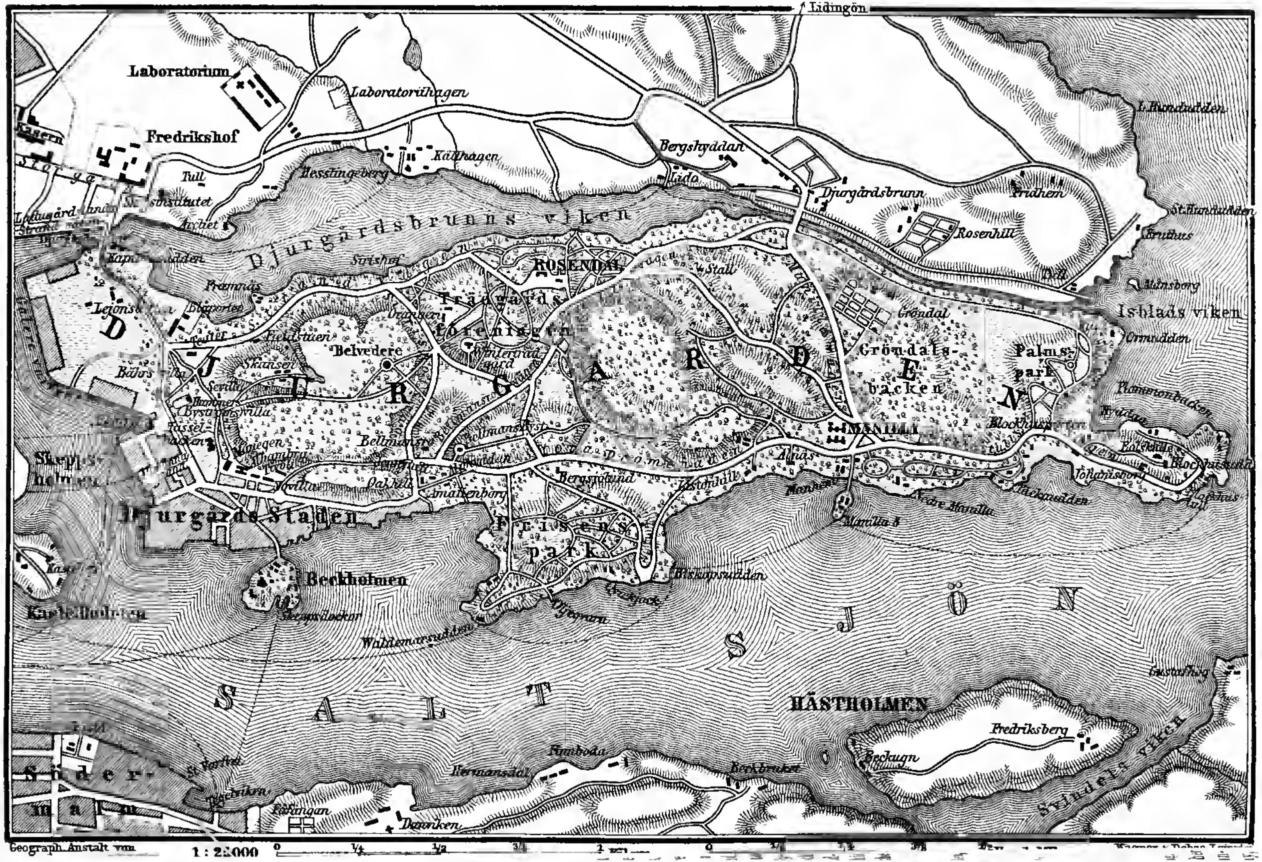
***Djurgård**, a delightful park, of which Stockholm is justly proud, with pleasant villas, and beautiful walks in every direction. It occupies an island 2 Engl. M. in length, and $^3/_4$ M. in width at its broadest part, and was laid out by Gustavus III. and Charles XIV. John, having originally been a deer-park, as its name imports. Opposite *Alkärret*, a small *Plats* planted with trees, where most visitors land, is *Hammer's Villa*, which formerly belonged to *Byström*, the sculptor; beyond this, to the left, is the small *Djurgårds-Teater* (Pl. J, 3), near which the tramway passes. Opposite the Allmänna-Gränd, and a few paces to the S.E. of Alkärret, is the entrance to **Hasselbacken* (p. 318), the largest and best of the numerous cafés and restaurants situated here. The grounds command fine views and contain an oak *('Bellmans Ek')* under the shade of which *Karl Michael Bellman* (d. 1795), the most genial and popular of Swedish poets, composed some of his charming songs. In the vicinity is a bronze statue of the poet, by *Nyström*, erected in 1872.

Leaving the Hasselbacke, and passing several other cafés, marionette theatres, and places of popular entertainment, the best of which is the **Tivoli*, we follow the road to the E. and reach the open park, with its grassy glades, rocky knolls, and beautiful trees, between which frequent glimpses of the Baltic and Stockholm are obtained. On the left, a little beyond the Djurgårds-Stad, is a beautiful spot called *Bellmans-Ro*, with a bust of the great poet and improvisatore, many of whose most beautiful ballads are said to have been made extempore and without effort. The bust (by *Byström*, erected in 1829) is the scene of great festivities on 26th July, the anniversary of its erection, when crowds of the poet's admirers of all classes assemble here to recite his poetry and extol his genius. Among the most famous and beautiful of his lines are the following: —

Hvila vid denna källa!
Vår lilla frukost vi framställa:
Rödt vin med pimpinella
Och en nyss skjuten beckasin.
Klang, hvad buteljer, Ulla!
I våra korgar, öfverfulla,
Tömda i gräset rulla —
Ack känn, hvad ångan dunster fin!
Ditt middagsvin,
Sku vi ur krusen hälla
Med glädtig min.
Hvila vid denna källa!
Hör våra valdthorns klang, kusin!

Himmel! hvad denna runden,
Af friska löfträn sammanbunden,
Vidgar en plan i lunden
Med strödda gångar och behag!
Ljufligt der löfven susa,
I svarta hvirflar, grå och ljusa,
Träden en skugga krusa
Inunder skyars fläkt och drag.
Tag, Ulla, tag,
Vid denna måltidsstunden,
Ditt glas som jag!
Himmel! hvad denna runden
Bepryds af blommor, tusen slag.

Beyond Bellmans-Ro, on the right, is *Frisens-Park*, another beautiful part of the Djurgård, and a very popular resort on Sunday afternoons, for singing and dancing, although, strange to say,



Lidingön
Laboratorium
Laboratorihagen
Fredrikshof
Tull
Kätthagen
Hesslingeberg
Bergshyddan
Lido
Djurgårdsbrunn
Fridhem
Rosenhill
Djurgårdsbrunns viken
Rosendal
Trädgårds föreningen
Belvedere
Framnäs
Lejonslätten
Grönda
Grönd
Grönd
Palms park
Isblads viken
D J U R G Å R D E N
Manilla
Blockhus
Djurgårds Staden
Friesens park
Beckholmen
Bergsgrund
Biskopsudden
Waldemarsudden
Skeppsholmen
Kastellholmen
S A L T S J Ö N
HÄSTHOLMEN
Fredriksberg
Beckugn
Svindels viken
Söder-malm
Danviken
Finnboda
Hermansdal
Beckbruket
Geograph. Anstalt von
1 : 25000

Westerås
sala
Skultby
St. Björkeby
Wadet
Tunstad
Spånga
Lunda
Hamulter
Runkeby
Of. Jerfva
St. Ursvik
L.
Kjelfvestad
Warsta
Bromsten
Jerfva St.
M. Jerfva
Herr Jerfva
Spånga St.
Rissna
Råsta
Agnesberg
Ryrk
L. Warsta
Nalsta
Dufvebo
Windesta
Sundby
Ingeäl
Ellenhall
Rösunda
Hesselby
St. Ryssta
Ballsta
Sundbyberg
Sundbyberg St.
Wallingby
L. Tyrsta
Charlottenl.
Beckomberga
Grimsta
Ruby
Krassboda
Stadb.
Kanteen
Racksta
Bromma
Norrby
Ingenj. Ekelund
Qvarnviken
St.
L.
Enyby
Ryksby
Hufvudstad
CARLB.
Blankeberg
Akeshof
Ulfsunda
Ulfsunda fj.
Solbrink
Hennas
Tullsjönäs
Hjernsberg
Hogsta
Christinehof
Borby
Comradsberg
Barkarby
Hemmet
Nockeby
Essinge
Lofö
Hvilan
Stassingen
Bargatorp
Canton
Ulvsta
DROTTNINGHOLM
Ulsten
Reimersh.
Högholmen
Tallholmen
Ekensberg
Söderby
Edeby
Skräddarholm
Frankholmen
Örnsberg
Alvik
Fogelön
Björnhl.n
Aspudden
Tullbryten
Kubben
Flasket
Hagersten
Ned. Lindö
Tullh.n
Jacobsberg
Christinehof
Kungshatt
Stensberg
Of. Lindö
Sättra
Hökmossen
Fiskarn
Gallstaön
Slätten
Bränkyr
Jacobslund
Långpannan
Segerstorp
Långbro
Herrängen
Kräkrik
Långsjön
STOCKHOLMS OMGIFNINGAR.
1:100.000
English Miles.
Swedish Miles.
Kilometer.
Geograph. Anstalt von
Norr

Wagner & Debes, Leipzig.

no spirits are sold here. Farther on, 25 min. walk from Hasselbacken, is *Manilla*, a large asylum for the blind and the deaf and dumb (shown Thursdays, 11-1; 'här ser man illa, här hör man illa, och här talar man illa', say the local wits). About 1/4 hr. farther, at the E. end of the island, is the former custom-house station of *Blockhusudden*.

On the N. side of the Djurgård, a few hundred paces from the bridge crossing to Djurgårdsbrunn, is *Rosendal*, a royal villa built by Charles XIV. John, with orangeries and hot-houses. At the back of the villa, on the N. side, stands a magnificent modern *Porphyry Vase*, of antique form, 8 1/2 ft. high and 11 1/2 ft. in diameter, and said to weigh 2 3/4 tons. Adjoining the grounds of Rosendal on the W. is the garden of the *Trädgårds-Förening*, or horticultural society, in which some travellers will be interested. A little to the W. of this garden is the Sirishof-Väg, from which a path and a road ascend in 5 min. to the ***Belvedere**, a tower erected in 1877, 110 ft. in height, standing on a hill upwards of 250 ft. above the sea-level, and affording an excellent survey of the environs (166 steps in all; admission 50 ö.). The distant view, however, is more extensive than picturesque. There being no mountains in sight, and little or no cultivated land, the distance presents a somewhat dreary appearance, the sombre tints of the forests being relieved here and there by water only. Another path ascends to the Belvedere between the Hasselbacken and Manège restaurants (1/4 hr.).

About 1/2 hr. to the N. of the Djurgård, on a bay of the Saltsjö called *Lilla Värtan*, is the new HARBOUR OF STOCKHOLM, or *Värtanhamnen*, connected with the central railway-station by a junction line (8 Kil. in 25 min., fare 40, 30, 20 ö.; intermediate stations *Karlberg*, *Norrtull*, and *Albano*).

From the islet of *Beckholmen*, to the S. of the Djurgård, with dry-docks and tar-works, a ferry-boat plies to *Tegelviken* (p. 348).

Next in point of interest to the Djurgård is the short excursion to ***Marieberg**, a beautiful point of view on Lake Mälaren, about 2 Engl. M. to the W. of the Norrbro, which may be reached either by steamer (from the S. end of the *Riddarholm*, every hour at the half-hours; fare 12 ö.) or by road (cabs and tramway, see p. 319). The traveller is recommended to go by road and return by steamer. A tramway-car conveys us in 1/4 hr. from the Gustaf-Adolfs-Torg to the W. to the *Kungsholm* (Pl. B, A, 4), an island about 2 Engl. M. long, on which the W. quarter of Stockholm is situated. On the right we pass the *Serafimer Lazaret*, opposite to which is the *Carolinska Institut*, a medical school connected with it (p. 322), and on the left the *Mint*; then the *Ulrica-Eleonora Kyrka* on the right, and, farther on, the large and handsome *Military Hospital* (Pl. A, 4), on the left. The tramway ends at the *Pil-Gatan*. After a walk of about 1/4 hr. from the tramway-terminus we come to another hospital ('*Sjukhjus*', for incurables) on the left, and immediately beyond it diverge by a road to the left, passing

in front of the large *Lunatic Asylum of Conradsberg*. In 5 min. more we pass the lodge at the S. end of the asylum, follow the road through the gateway to the left, and then (4 min.) through a second gateway. Just beyond it a path ascends in 3 min. more to a rocky knoll, adjoining the rocket-laboratory, which commands a beautiful view of Lake Mälaren and Stockholm, entirely different from the views on the Baltic side of the town. — Returning to the road, we follow it to the left and soon reach the formerly (1759-88) famous porcelain manufactory of *Marieberg*, now occupied by the 'military train' battalion. A path passing the large bell and descending to the right leads in a few minutes to the steamboat-pier (steamer to Stockholm 8 times daily).

Travellers arriving by steamer ascend 60 paces, turn to the right, and then to the left, past the large bell. Opposite are two paths, of which they select that slightly to the right. After a few paces more (5 min. from the pier) the path to the best point of view diverges to the right.

Another short excursion may be taken to the palace of KARLBERG and the SOLNA KYRKA. Steam-launches leave the *Riddarhushamn* (near the Vasa Bridge; Pl. D, 4) every $^1/_2$ hr. for *Rörstrand* (12 ö.) and *Karlberg* (12 ö.).

The steamboat steers to the N. of the Kungsholm, passing through the *Klarasjö*, *Barnhusvik*, and *Rörstrandsvik*. The principal intermediate stations are *Atlas*, with a railway-carriage factory, and *Rörstrand*, with the oldest porcelain factory in Sweden, founded in 1727, and distinguished for the original forms and peculiarly bright colouring of its productions.

The palace of **Karlberg**, situated on the mainland to the N. of the Kungsholm, about 2 Engl. M. to the N.W. of the Norrbro, was erected by *Karlsson Gyllenhjelm*, a natural son of Charles IX. (p. 351), at the beginning of the 17th cent., was afterwards occupied by the royal family, and in 1792 was enlarged and converted into a military school. At the back of the building is a beautiful public **Park* (always open), which forms the only attraction of the place. From the end of an avenue on the E. side (5 min.), we may cross the railway to Upsala at a small halting-place, turn to the left, and follow the road to ($^1/_4$ hr.) **Solna Kyrka,** a round church, and one of the most ancient in Sweden, with a pretty churchyard which has long been the burial-place of some of the principal families of Stockholm. Berzelius, the chemist (d. 1848), is buried here. On the N.E. side of the church is the principal *Cemetery (Nya Kyrkogården)* of Stockholm, containing many handsome monuments, but contrasting unpleasingly with the old churchyard. Farther to the E. are the entrance to the park of *Haga* (see below; omnibus to Stockholm in the afternoon), and the omnibus and steamboat station of *Stallmästaregården*, at the W. entrance of the park of *Bellevue* (see p. 347).

Among the pleasantest of the shorter excursions from Stockholm is that to HAGA and ULRIKSDAL, which may be made either by land or by small steamer.

TRAMWAY as far as *Nya Kyrkogården*, the station opposite Haga (see p. 320), fare 15 ö.

OMNIBUSES. 1. From the *Gustaf-Adolfs-Torg*, at the corner of the *Strömgata* (Pl. E, D, 4), to *Stallmästaregården* at 7, 7.30, and 9.30 a.m. (Sun. and holidays 9.30 and 11.30 a.m.) and 1.30, 3.30, 5.30, 7.30, and 9.30 p.m.; fare 35 ö. — 2. From the *Adolfs-Fredriks-Plan* (Pl. C, 1, 2) to *Haga* every ½ hr. from 7.30 a.m. to 9.30 p.m. (fare 25 ö.); also 12 times daily to Stallmästaregården.

STEAM LAUNCHES (belonging to the 'Saltsjö-Turer'). 1. From *Gustaf III.'s Statue* (Pl. E, F, 4) twice daily past the S. side of the Djurgård, and the *Värta-Harbour* (p. 345) on the Lilla Värtan, and through the *Lidingöbro* and the Stocksund to *Ulriksdal* (1¼ hr., fare 70 ö.) and *Nytorp* (2 hrs., fare 70 ö.). — 2. From *Stallmästaregården* across the Kräftrik to *Haga* (12 min., fare 20 ö.) and *Ulriksdals Allee* (27 min., fare 20 ö.) hourly from 7.30 a.m. till 8.30 p.m. (except at 12.30 and 1.30 on week-days). — 3. From *Stallmästaregården* to *Haga* (12 min., fare 25 ö.) and through the strait of Alkistan to *Ulriksdal* (40 min., fare 35 ö.) at 8 and 10 a.m. (Sun. 10 and 12) and at 2, 4, 6, 8, and 10 p.m.

RAILWAY from the Central Station to *Norrtull* (p. 345), to the S. of the park of Haga, and to *Jerfva* (p. 355), to the W. of Ulriksdal.

CARRIAGE to Ulriksdal and back 6-8 kr.

The *Norrtulls Gatan* (comp. Pl. B, 1), the N. prolongation of the Drottning-Gatan, beyond the Observatory (p. 333), leads direct to the inn of *Stallmästaregården*, an important omnibus and steamboat station at the W. entrance of the royal park of *Bellevue*, and at the S. end of the bay of *Brunnsviken*.

About 6-8 min. farther to the left is the entrance to the park of Haga, from which we reach the château in ¼ hr. The steam-launches from Stockholm and the Stallmästaregården land their passengers close to the château. The royal château of ***Haga,** on the W. bank of the pretty *Brunnsvik*, was built by Gustavus III. and his successor at the end of last century, but has since been somewhat neglected. The gardens, and particularly the park with its fine old timber, are the attractions of the place and deserve a visit.

At the N. end of the *Brunnsvik*, about 2 Engl. M. from the Stallmästaregården, and 1¼ M. from Haga, lies *Nedre Jerfva* (a few hundred paces to the E. of the railway-station of *Jerfva*, see p. 355), usually known as *Ulriksdals Allée* (steamer, see above), a fine avenue with a number of pleasant villas, which leads to the N. in ¼ hr. to the royal château of ***Ulriksdal,** beautifully situated on the *Edsvik*, a long and narrow creek of the Baltic. It was erected at the beginning of the 17th cent. by General Jacob de la Gardie and named *Jacobsdal*, after which it passed into the possession of Prince Ulrik, a son of Charles XI., from whom it derives its present name. In the neighbouring park is *Ulriksdals-Kyrka*, erected in 1865 in the Dutch Renaissance style.

A favourite holiday-resort of the Stockholmers, but less interesting than those already mentioned, is **Nackanäs** *(Café)*, at the E. end of the

Hammarby-Sjö, 3 Engl. M. to the S.E. of the Norrbro. The pleasantest route to it is by steamer from the *Räntmästare-Trappa* (Pl. F, 5, 6) to (every 1/4 hr.; fare 8 ö.) *Tegelviken* (Pl. I, 7); thence on foot to (10 min.) a pier on the N. bay of the *Hammarby-Sjö;* and by small steamer on the lake to *Nackanäs* in 20 min. more (25 ö.). Fine view from the hill to the S. above *Nacka.* The steamer then passes through the bridge and enters the *Järla-Sjö*, where it touches at several stations.

Longer Excursions.

The Baltic to the E. and Lake Mälaren to the W. of Stockholm, with their numerous wooded and rocky islands, and their bays, creeks, and straits in every direction, present many points of interest, all of which are most conveniently reached by steamboat. The favourite excursions are to *Drottningholm* (see below), to *Vaxholm* (p. 352), and to *Upsala* (R. 46), but a few additional days should if possible be devoted to some of the picturesque and historically interesting places on Lake Mälaren, such as *Gripsholm*, *Strengnäs*, and *Vesterås* (p. 315).

LAKE MÄLAREN. **Mälaren,** a lake 80 Engl. M. long, and only about a couple of feet higher than the Baltic level, forms a vast archipelago of islands resembling the 'Skärgård' on the coast. There are upwards of 1200 islands *(öar* and *holmar)* in all; the more open parts of the lake are called *fjärde;* and there are creeks and ramifications in every direction, the longest of which is that of Upsala, extending about 30 Engl. M. from the central part of the lake. Beautiful as the scenery is, it lacks variety, the islands being all of very moderate height and similar in character, and the colouring somewhat sombre.

About 7 Engl. M. to the W. of Stockholm (steamer 7 times daily, on Sun. 12 times, from *Gymnasii-Gränden*, the S. quay of *Riddarholmen*, in 3/4 hr., fare 50 ö.; carriage there and back 8 kr., high-road very muddy after rain, and very dusty in dry weather) is situated the royal palace of ***Drottningholm,** on the *Lofö*, one of the most beautiful of the numerous islands of Lake Mälaren. — Soon after starting from the Riddarholm, the steamer passes the *Långholm* on the left, with several manufactories and villas. To the S. of the Langholm is the *Reimersholm* with its large distillery, a rocky height above which is marked by a cross and iron plate with an inscription in memory of a Russian buried here by his own desire (fine view). On the right is the former military school of *Marieberg* (p. 345); then the islands of *Lilla* and *Stora Essingen.* On the left the island of *Ekensberg*, with the loftily situated château of *Hägerslen* on the mainland to the S., to the N.W. of which lies *Klubben* and many other villas, on the coast. A little farther on, the Sigtuna and Upsala arm of the lake diverges to the N.W. Passing the *Kersö* on the right, and rounding the *Fogelö*, we soon reach the palace, situated a few paces to the S. of the village of Drottningholm and the bridge which connects the island with the Kersö. At the landing-place is a good *Café.*

The *Palace* derives its name ('Queen's Island') from the queen of John III. by whom it was founded at the close of the 16th cent., and the foundation of the present handsome edifice was laid by Hedvig Eleonora, widow of Charles X., nearly a century later. The architects were the eminent *Nicodemus Tessin*, who designed the Palace at Stockholm, and his son, *Carl Gustav*, by whom the building was completed early in the 17th century. The palace was handsomely fitted up by subsequent monarchs, and contains a number of sumptuously furnished apartments, adorned with portraits of the royal families of Sweden and other works of art. Admission usually granted after midday (fee 1 kr., for a party 50 ö. each). Adjacent is a theatre, built by Gustavus III. The gardens, which are laid out partly in the old French style, are embellished with sculptures in bronze and marble by *Adr. de Vries* and his pupils. The **Park* affords delightful walks. One of the chief curiosities here, a little to the S.W. of the palace, is the *Chinese Pagoda* ('Kina Slott'), erected by Adolphus Frederick about 1770 as a surprise for his queen Lovisa Ulrika. It still contains a small museum of Chinese objects. Adjoining it on the W. is the so-called *Canton*, founded by the same king, who was an adept in the arts of turning and lock-making, as a settlement for his workmen. About 1 Engl. M. to the W. of the Canton is the *Church of Lofö*, from which a pleasant road to the N., and then to the E., leads back to the village (2¼ M.).

From the Canton a road leads to the S. to the *Malmvik*, where a bridge crosses to the long narrow island of *Munsö*, extending towards the N.W. Between that island and the Lofö lies the island of **Svartsjö**, on the E. side of which, on the Hillersjövik, is situated the dilapidated château of *Svartsjö*, once a monastery, afterwards fortified by Gustavus Vasa, and at a later period used as a residence by several dowager queens of Sweden. Near the château is a large nursery-garden. (Two steamers touch in the vicinity daily.)

The next point of interest on Lake Mälaren is MARIEFRED with the castle of GRIPSHOLM, the steamer for which (at 3.30 p.m. daily except Thurs. & Sun.) starts from the *Munkbrohamn* (Mälar Torg; Pl. E, 5) and makes the voyage in 3¾ hrs. (fares 1½ or 1 kr.) returning next day. On Sundays excursion-steamers frequently ply to Mariefred, returning the same day.

The steamboat first steers to the W. between *Fogelön* and the mainland, and then turns towards the S., passing the island of *Kungshatt*, so named from a rock surmounted with a pole and an iron hat, which commemorate the tradition that Olaf Haraldsson, king of Norway, when pursued by the king of Sweden, sprang with his horse from the cliff into the lake and escaped, leaving his hat behind him. Farther on we pass *Fittja* in a creek to the left, and the church of *Eckerö* on the island of *Munsö* to the right, opposite which is the château of *Sturehof*. The island of *Kaggeholm* is named after Fieldmarshal Kagg, by whom the château at the

N.W. end was built. A little to the N.W. is the *Björkö*, the ancient *Birka*, where St. Ansgar first preached Christianity in 829. That the island was once an important place is proved by the antiquities and remains of ancient buildings recently discovered in it. In 1834 a granite cross was erected on the island to commemorate the thousandth anniversary of St. Ansgar's missionary labours in Sweden. Farther N. is the *Adelsö*, the ancient seat of the Folkunga tribe. We pass the *Ridö*, turn to the S., and enter the *Gripsholms-Vik*, on the W. bank of which (not visible from the steamer) is *Räfsnäs*, the gård where Gustavus Vasa received tidings of the death of his father Eric in the massacre of 1520 (p. 326). On the S. bank of the bay is the château of *Näsby*, and in a creek to the W. of it Mariefred with its castle.

The small town of **Mariefred** *(Stadskällare)* owes its origin partly to the monastery of St. Mary founded here at the end of the 15th cent. by *Sten Sture the Elder*, whose remains were buried in it in 1504 and afterwards removed to Strengnäs, but chiefly to the ancient castle of ***Gripsholm.** The original building was enlarged and fortified by the famous *Bo Jonsson Grip* ('the griffin'), the all-powerful minister, or rather co-regent, of King Albert from 1371 to 1385, and was afterwards presented by Sten Sture the Elder to the monastery. Soon afterwards Gustavus Vasa suppressed the monastery and took possession of the castle, which he re-erected and fortified anew in 1537. It was subsequently enlarged and embellished by Gustavus III., who left it in its present form. The principal building, with its four massive towers, is pentagonal in shape, and encloses two courts, still presenting many of the features of a mediæval stronghold. In the outer court are two huge cannon, popularly called the 'boar' and the 'sow', captured by Jacob de la Gardie at Ivanogrod in 1581. In the interior (fee 1 kr.; more for a party) are shown the rooms where John, the son of Gustavus Vasa, was kept a prisoner by his brother Eric XIV., and where the latter when insane was afterwards confined by John III., who deposed him in 1568. The reputed prison of John III. was afterwards used as a bedroom by Charles Duke of Södermanland (afterwards Charles IX.); the decorative work dates from the beginning of the 17th cent. only. Nine years later the unhappy Eric was poisoned at Örbyhus by his brother's order (see p. 363). The small room shown here as his prison was really built at a later date. The unpopular Gustavus IV. signed his abdication here in 1809, and an adjoining apartment is said to have been used by his father as a dressing-room for private theatricals in which he himself took part. The castle contains a very extensive collection of portraits of historical personages, nearly 2000 in all, including Gustavus Vasa and his son Eric XIV., painted by the latter, and a number of their contemporaries, the ambassadors present at the conclusion of the Peace of Westphalia in 1648,

Gustavus III. and his contemporaries, and many others. A collection of mediæval furniture, tapestry, and plate also deserves inspection. — About $4^1/_2$ Engl. M. to the W. of Mariefred is the extensive cannon-foundry of *Åker*, near which are the gunpowder-mills of *Räcksta*. — To the N.W. of Mariefred (12 Engl. M.) lies *Strengnäs* (see below).

The next interesting place on the S. bank of Lake Mälaren is STRENGNÄS, which is called at by a large proportion of the steamers plying on the Mälaren, so that travellers have at least two opportunities daily of making this excursion. Most of the steamers start from the *Munkbrohamn* (Pl. D, 5), and some from the *Riddarholm*. The passage takes $3^1/_2$-4 hrs.; fares $2^1/_2$ or $1^1/_2$ kr.

The steamers to Strengnäs, after passing the entrance to the Gripsholmsvik (p. 350), steer between the mainland and the *Selaö*, which formerly belonged to several families of historical note. To the right, on the island, is the conspicuous farm of *Melsåker*, once a richly furnished château, and near it is the church of *Ytter-Selö*. On the mainland lies *Sundby*, beyond which we observe to the right the small *Tynnelsö*, with a building once occupied by the bishops of Strengnäs. We now enter a narrow strait between the *Tosterö* and the mainland, and soon stop at **Strengnäs** *(Hotel)*, a town with 1700 inhab., prettily situated. The history of the place reaches back to the pagan era. A monastery was afterwards erected here, and in 1291 a bishopric established. Gustavus Vasa was elected king at Strengnäs in 1523, and the throne was secured to his heirs by a decree passed here in 1547. Half the town was burned down in 1871, but has since been rebuilt. The handsome Gothic **Cathedral* was consecrated in 1291, but took fire on the occasion. It was afterwards restored, but again repeatedly injured by fire, and has undergone frequent alterations. It now ranks fourth in importance among the cathedrals of Sweden. The disproportionate thickness of the pillars is accounted for by the fact that after a fire in 1551 the walls of the church were lowered 30 feet. The choir is now the most interesting part. Charles IX. (d. 1609), with his two wives and several of his children, Sten Sture the Elder (d. 1504), Karlsson Gyllenhjelm (d. 1650), a natural son of Charles IX., a distinguished general, and a pious theologian and author (on whose monument are placed the fetters worn by him when a captive in Poland), Adm. Stenbock, and other eminent persons lie buried here. The church also contains some reminiscences of the famous bishop Conrad Rogge (d. 1501). The old episcopal mansion built by Rogge, with picturesque gables and turrets, now used as a school-house, contains the room on the upper floor where the election of Gustavus Vasa took place. A building to the W. of the church contains the *Episcopal Library*, a valuable collection, and a small museum and cabinet of coins.

A little to the S. of Strengnäs is the estate of *Ulfhäll* or *Olivehäll*, and in the neighbourhood are several other pleasant country-houses. — A road leads to the W. to *Thorshälla* and *Eskilstuna* (p. 353), about 21 Engl. M. distant, but it is preferable to proceed thither by water or by railway (see R. 45).

The N. bank of Lake Mälaren, between Stockholm and Vesterås, though also picturesque, is less interesting than the S. bank. The ramification to *Sigtuna* and *Upsala*, 30 Engl. M. in length, is described in R. 46 b. *Enköping*, see p. 316. *Vesterås*, see p. 315.

The Baltic. Of the numerous excursions which may be made by steamboat on the Baltic, on the E. side of Stockholm, those which will repay the traveller best are to (1) *Vaxholm* and to (2) *Gustafsberg*. From the former, if time permit, the voyage may be prolonged to *Norrtelge* and *Östhammar*, and from the latter to *Dalarö*.

The **Saltsjö**, or bay of the Baltic at the end of which Stockholm stands, is like the Mälaren, dotted with innumerable islands and rocks, separated by wider or narrower channels. Its length from Stockholm to the outermost rocks is nearly 40 Engl. M.

1. Vaxholm. Steamboats ply from Stockholm to Vaxholm 8-10 times daily. The direct local boats start from the *Logårdstrappan* (Pl. E, 4), but the Brottby boat starting from the *Nybrohamn* (Pl. F, 3), and the steamers of several different lines starting from *Karl den Tolftes Torg* (Pl. E, 3, 4), also call at Vaxholm. Passage $1^1/_2$-2 hrs.; fare 50-75 ö.

The steamer passes the Djurgård, the entrance to the *Lilla Värtan* (p. 345), and the *Lidingö* on the left, and the *Hästholm*, the entrance to the *Skurusund*, the *Hasseludde*, and *Kummelnäs* on the right. It then traverses a broader part of the fjord, passing the *Askrike Fjärd* on the left, and threads its way between rocky islands until it stops beneath the guns of the fortress.

The rocky island of **Vaxholm** *(*Hotel)* lies about 12 Engl. M. to the N.E. of Stockholm. The small town, with 2000 inhab. who are chiefly fishermen, is freqented for sea-bathing. On a small rocky island between the Vaxholm and the *Rindö* rises the imposing *Fortress* (to which strangers are admitted on showing their passports), founded in the middle of the 16th cent. by Gustavus I. and lately much strengthened. On the E. end of the Rindö is the new fortress of *Oskar-Fredriksborg*, partly hewn out of the solid rock. The two strongholds command the only practicable approach to Stockholm for large vessels. Opposite Oskar-Fredriksborg is the *Fredriksborg*, a picturesque ruined tower on the *Vermdö*, by which the passage was formerly guarded.

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2. Another very favourite excursion from Stockholm is to the porcelain manufactory of **Gustafsberg**, 10 Engl. M. to the E. of Stockholm, but reached by a somewhat circuitous route (steamboat

ASKRIKE FJÄRDEN
Långholms fjärden
Högarns fjärden
Husteg fjärden
Vellinge sund
Halfkaks sundet
ORMINGE LANDET
FARSTA LANDET
BAGGENS FJÄRDEN
INGARÖ LANDET
Norra Vaxholmsfjärden
Södra Vaxholms fjärden
VAXHOLM
Bogesund
Tallare-
Vaxön
Pålsundet
Långnö viken
Gustafsvik
Gustafsvik-holmar
Skogshyddan
Bo Kapell
St Björknäs
Eknäs
Skurvö
Sikla ö
Dufnäs
Kolbotten
Lännersta sunden
Fredvinge
Halfvarsten
Lennto
Beatelund
Sumpholmen
Vellingårds-holmen
Skogsö
Moran
Ö. Ekedal
Gustafsberg
Farsta
Trustvik
Långnäs
Skeppsholmen
Kungsholmen
Kungsborg
Kungarne
Furuholmen
Risholmen
Bergholmen
Fredagen
Tisdagen
Toppudden
Björkudden
L. Högarn
St Högarn
Ö. Granholmen
Granholmen
Edlunda
Notholmen
Vasholmen
Myrholmen
Tynningö
Ekholmen
Tenö
Tenösund
Bogesundsvik
Grönsöldal
Långnö viken
Ekudden
Grändal
Tallare
Warmorn
Tordbro
Myran
Elfboda
Wreten
Eke
Ljusterö sö
Frederiksborg
Sarpö
Rindösundet
Ramsmora
Kyrkviken
Kyrkträsk
Marsätra
Strömmen
Inneberg
Skerö
Kyrkö
Hasseludd
Hamnedal
Lotberga
Söderjärde
Beatelberg
Dalarö
Risnäs
Kingshill
Björnsundsvik
Svangrundet
Gåshaga
Talludden
Kappala
St Bredvik
Hörnudden
Molna
Kungshamn
Ekensdal
Mårudal
Vikingsborg
Nyckelviken
Christinedal
St Nyckelviken
Lill Björknas
Lill Wiken
Fogelsång
Ladugården
Bo
Sjöstugan
Tillbdal
Lännersta
Tollare
Skiftorp
Österväg
Flisnäs
Egelboda
Sumpholmen
Apelviken
Carlsdal
Kallbäset
Beatelholmen
Ekholmen
Ida
Ingarö
Svartsö
Ytterö
Ytterön
Ytterskär
Nordkärr
Ulvsk
Vikedal
Vaden
Viken
Stickartorp
Ekuddet
Kil
Vinterviken
Erikssvik
Sundsberg
Glasbruksjön
Svbacka
Marieberg
Korset
Kungsholmen
Hammarbyn
Lotberga
Kärrsätra
Sågsten
Ekuddet
Ekudden
Högbacka
Brådhem
Ekudden
Ödlingen
Karlstugan
W. Haga
Ö. Haga
Ekuddet
Smedviken
Ladan
Kallkvarn
Kallkvarn
Sö
Wreten
Tinsta
Långsjapan
Skolhus
Tordbro
Warmorn
Tallare
Pålsundet
Vaxön
Erikslund
Petersborg
Kallkvarn
Kallviken
Ramsundet
Kallviken
Ekholmen
Tenösund
Myrholmen
Vasholmen
Notholmen
Edlunda
Gröna Taggarna
Furuholmen
Risholmen
Bergholmen
Fredagen
Tisdagen
Kungarne
Kungsborg
Toppudden
Björkudden
L. Högarn
St Högarn
Dufholmen
Granholmen
Ö. Granholmen
Långholms fjärden
Bogesundsvik
Grönsöldal
Ekudden
Grändal
Högbacka
Brådhem
Ekudden
Ödlingen
Karlstugan
W. Haga
Ö. Haga
Smedviken
Ladan
Bogesund
Tallare
Warmorn
Tordbro
Myran
Elfboda
Wreten
Eke
Tinsta
Långsjapan
Skolhus
Ljusterö sö
Frederiksborg
Sarpö
Rindösundet
Ramsmora
Kyrkviken
Kyrkträsk
Marsätra
Strömmen
Inneberg
Skerö
Kyrkö
Hasseludd
Hamnedal
Lotberga
Söderjärde
Beatelberg
Dalarö
Risnäs
Kingshill
Björnsundsvik
Svangrundet
Gåshaga
Talludden
Kappala
St Bredvik
Hörnudden
Molna
Kungshamn
Ekensdal
Mårudal
Vikingsborg
Nyckelviken
Christinedal
St Nyckelviken
Lill Björknas
Lill Wiken
Fogelsång
Ladugården
Bo
Sjöstugan
Tillbdal
Lännersta
Tollare
Skiftorp
Österväg
Flisnäs
Egelboda
Sumpholmen
Apelviken
Carlsdal
Kallbäset
Beatelholmen
Ekholmen
Ida
Ingarö
Svartsö
Ytterö
Ytterön
Ytterskär
Nordkärr
Ulvsk
Vikedal
Vaden
Viken
Stickartorp
Ekuddet
Kil
Vinterviken
Erikssvik
Sundsberg
Glasbruksjön
Svbacka
Marieberg
Korset
Kungsholmen
Hammarbyn
Lotberga
Kärrsätra
Sågsten
Ekuddet
Ekudden
Högbacka
Brådhem
Ekudden
Ödlingen
Karlstugan
W. Haga
Ö. Haga
Smedviken
Ladan
Geograph. Anst. von
Wagner & Debes, Leipzig.
1.100.000
Kilometer
Svenska Mil
English Miles

7 times daily from *Räntmästarelrappan*, Pl. E, F, 4, in 2½ hrs., fare 75 ö.). The steamer steers down the fjord to *Kungshamn*, and then suddenly turns at a right angle towards the S. into the very narrow and picturesque **Skurusund*, separating the *Vermdö* from the mainland. At the S. end of the strait lies *Dufnäs*, where Gustaf Vasa is said to have fought against the Danish usurpers in his youth. This point may also be reached by the pleasant route from Stockholm to *Kolbotten* at the E. end of the Järla-Sjö (p. 348), from which the traveller may walk to Dufnäs in 25 min.; or this route may be taken in returning. At Dufnäs the strait expands, but farther on the steamer proceeds towards the E. through another and even narrower strait called *Södra Stäket*, beyond which it enters the broad and almost entirely land-locked *Baggens-Fjärd*, named after *Jacob Bagge* (d. 1577), a Swedish naval hero, and steers to the N.E. to **Gustafsberg**, where the porcelain manufactory is the chief object of interest. One of the specialties of the place is the tasteful Parian and biscuit china, which is favourably known beyond the limits of Sweden (visitors admitted).

From the Baggens-Fjärd, a little to the S. of Gustafsberg, another narrow channel, part of which is called the *Strömma Canal*, separating the Vermdö from the *Ingarö*, and also traversed daily by steamers, leads to *Stafsnäs* and the bleak little island of **Sandhamn**, a genuine specimen of a Scandinavian 'skär', but boasting of a post-office and telegraph-station.

Steamers also run from the Stäke to the S. to **Dalarö**, a rocky promontory with a picturesque old tower, and a favourite sea-bathing place, with an inn. Steamboats occasionally run from Dalarö to the S. to the *Gålö* (with an asylum for destitute children), the *Ornö*, the *Muskö* (with the harbour of *Elfsnabben*, from which Gustavus Adolphus embarked for Germany in 1630), and the *Utö*, with valuable iron-mines. The entire district is dotted with the summer-villas of the Stockholmers.

45. From Kolbäck and Valskog to Flen, Nyköping, and Oxelösund.

138 Kil. (86 Engl. M.). RAILWAY in 7-9 hrs. (fares from Kolbäck to Oxelösund 10 kr. 60, 5 kr. 30 ö.; from Valskog to Oxelösund 11 kr. 5, 5 kr. 55 ö.).

Kolbäck, see p. 315. The train follows the course of the Strömsholms Canal (p. 365) to *Strömsholm* (p. 366), at its mouth, and then crosses the *Borgasund*. It next skirts the shore of the mainland, crosses the *Qvicksund*, and reaches the station of that name. 18 Kil. *Rekarne*, the junction for the railway coming from *Valskog* (p. 315) viâ *Kungsör* (at the mouth of the Arbogaå, see p. 315) and *Öster-Tibble*. — The figures prefixed to the following stations indicate their distance from Valskog.

29 Kil. (18 M.) *Thorshälla*, situated on the *Thorshällaå* or *Eskilstunaå*, near its mouth in Lake Mälaren. The town was once an important place, but has been entirely supplanted by Eskilstuna since the construction of the locks (1856-60) by which the falls of the Eskilstunaå are avoided.

35 Kil. (22 M.) **Eskilstuna** (*Stadskallären; Central Hotel; Hôtel Phœnix; Svensson;* excellent river-baths), a town with 9300 inhab., charmingly situated on the *Eskilstunaå*, derives its name from Eskil, an Englishman, Archbishop of Lund, and one of the first preachers of Christianity in Södermanland. The tradition that he was stoned by the heathen populace at Strengnäs and buried here is unfounded. He resigned his prelacy a few years before his death and retired to the Bernardine monastery of Clairvaux in France, where he died in 1181. A Bernardine monastery founded here in the 12th cent. was suppressed in 1527 by Gustavus Vasa, who erected on its site a royal palace, which was burned down in 1680. Fragments of the building are still to be seen in the churchyard. In 1654 the first metal-works were established here by a Livonian from Riga, and in 1659 municipal privileges were conferred on the town. Since that period, and particularly since the completion of the canal to Thorshälla in 1856, Eskilstuna has become a famous manufacturing place, the 'Swedish Sheffield', the staple commodities being iron and steel wares. The town consists of the *Gamla Stad* on the E. bank, the *Nya Stad* on the W. bank, the adjoining *Fristad*, and the *Karl Gustafs Stad*. The most important establishments are the *Karl Gustafs Stad Gevärsfaktori*, or gun-manufactory, belonging to government, on an island in the river, founded in 1814; *Munktell's Foundry and Engine Works*, opposite; the *Tunafors Rolling and Polishing Works*, belonging to a company, to the S. of the town; and the *Stålfors Cutlery Works*, which produce excellent goods at moderate prices. Damascened wares form a specialty of the famous steel-works in the Fristad. Eskilstuna possesses a *Technical School*, where a collection of the manufactures of the place is exhibited. — The favourite places of recreation in the neighbourhood are the *Djurgård*, *Sommarro* to the W. of the Fristad, and *Snopptorp's Helsobrunn* to the S.

From Eskilstuna a STEAMBOAT plies 5 times weekly to Stockholm, viâ *Thorshälla* and *Strengnäs* (p. 351). — About 7 Engl. M. to the N.E. of Eskilstuna is the church of *Jäder*, the burial-place of Axel Oxenstjerna (d. 1654), containing a few memorials of the Thirty Years' War. Adjacent is the large estate of *Fiholm*, on Lake Mälaren.

40 Kil. (25 M.) *Skogstorp;* 45 Kil. *Hållsta;* 61 Kil. *Hellefors-näs;* 68 Kil. *Mellösa.*

65 Kil. (40½ M.) **Flen**, the junction of the Vestra Stambana (p. 297; for Stockholm).

76 Kil. (47 M.) *Vadsbro;* 96 Kil. *Bettna;* 103 Kil. *Vrena;* 111 Kil. *Stigtomta;* 116 Kil. *Larslund*, all in the district of Södermanland (p. 297), with its numerous lakes.

125 Kil. (78 M.) **Nyköping** *(Stora Hotel; Rådhuskällaren)*, a town with 5500 inhab., at the mouth of the *Nyköpingså*, which drains several lakes and here falls into the *Stadsfjärden*, a bay of the Baltic. Nyköping is the capital of Södermanlandslän, and is

frequently mentioned in the early history of the country. The water of the river, which forms a fall here, is utilised as the motive power of the *Nyköpings Mekaniska Verkstad*, a large machine factory. — Steamers of the Stockholm and Norrköping line run several times weekly to Nyköping.

133 Kil. (82½ M.) *Stjernholm*. 138 Kil. (86 M.) *Oxelösund*, with a good harbour. The steamer plying on the Göta Canal, between Gothenburg, Jönköping, and Stockholm, calls here (see p. 306).

46. From Stockholm to Upsala.

A visit to UPSALA is best made as an excursion from Stockholm, the traveller either going there and back by train, or going by steamer and returning by rail. Travellers on their way to Östersund and Throndhjem (R. 50) may visit Upsala in passing. The excursions from Upsala to Gefle, Falun, etc., are not interesting enough to be recommended to the ordinary tourist.

a. By Railway.

66 Kil. (41 Engl. M.). RAILWAY in 1½-2½ hrs. (express fares 5 kr. 65 ö., 4 kr.; ordinary, 4 kr. 65, 3 kr. 50, 2 kr. 35 ö; return-tickets, available for two days, 6 kr. 95, 5 kr. 20, 3 kr. 50 ö.).

The train starts from the Central Station (p. 316), and passes *Karlberg* (p. 346) on the left and Rörstrand on the right. The line to Värtan (p. 345) diverges to the right, and the line to Vesterås to the left (R. 43). To the right is the church of *Solna*. — 7 Kil. *Jerfva*, from which a road leads to (20 min.) *Ulriksdal* (p. 347). Farther on we observe *Edsberg* on the right, at the N. end of the *Edsvik*, and *Sollentunaholm* on the *Norrvik* (with the church of Sollentuna to the left). 19 Kil. *Rotebro;* 24 Kil. *Väsby*.

32 Kil. (20 Engl. M.) *Rosersberg*, the station for the *CHÂTEAU OF ROSERSBERG *(Rosersbergs Slott)*, situated 1½ Engl. M. to the W. on a bay of Lake Mälaren, and not visible from the train. The place derives its name from the family of *Tre Roser*, to which it once belonged It next came into the possession of the famous Oxenstjerna, and afterwards became the property of the crown. It was a favourite residence of Charles XIII. and of his adopted son Bernadotte. The picture-gallery contains busts of these monarchs and others in marble, by *Byström*, Etruscan vases, etc. The library consists of 7000 vols., a catalogue of which, written by Charles XIII. himself, is shown. His bedroom is also preserved in its original condition. A visit to Rosersberg by the small Sigtuna steamer (see p. 356) forms a pleasant excursion from Stockholm. (The Upsala steamer does not touch here.)

From (37 Kil.) *Märsta* a visit may be paid to (8 Kil.) *Sigtuna* (p. 357); the road turns to the left after 3 Kil. and finally crosses the *Garnsvik*. 48 Kil. *Knifsta*; 59 Kil. *Bergsbrunna*. We now obtain a fine view of the plain of Upsala *(Upsala-Slätten)*, the cradle of Swedish culture, with the churches of *Danmark* and *Vaksala*.

About 1½ Engl. M. to the E. of Bergsbrunna lies the village of *Danmark*, whence we may walk in ½ hr. to *Hammarby*, with the country-

house of *Linnæus*, in which he died in 1778. The house has recently been restored and contains a small memorial museum. — Near Hammarby are the celebrated *Mora Stones (Morastenar)*. The ten stones now remaining are enclosed in a stone building erected in 1770, but probably few of them are genuine. It was here that the newly elected kings swore to observe the laws of the country, and they thereupon received an oath of allegiance from the *lagmän*, or judges, in the name of the people, who prayed that God might grant the king a long life, taking care to add the reservation, 'if he be a good king'. The original Mora Stones, which had all disappeared by the time of Gustavus Vasa, consisted of a large stone, resting on several smaller ones, adjoining which were placed the *hyllningsstenar*, or 'homage-stones', on which the new king mounted to show himself to the people. By the homage-stone, on the election of each new sovereign, was placed a smaller stone bearing his name and the date. It is of these last alone that the Mora Stones now consist.

The train crosses the *Säfjaå*, an affluent of the *Fyrisån*, approaches the latter stream at *Ultuna*, traverses *Kungsängen* ('the king's meadow'), formerly the *Fyrisvall*, and soon enters the handsome station of (66 Kil.) **Upsala** (p. 358).

b. By Steamboat.

90 Kil. (56 Engl. M.). Steamboat daily in 5 hrs., starting from *Riddarholmen* (Pl. D, 5) at 9 a.m. (fare 2 kr.). Another boat, leaving the *Munkbrohamn* (Pl. D, 5) about noon, plies to *Sigtuna* (3 hrs.; 1½ kr.) and *Örsundsbro*.

The scenery is somewhat monotonous, and the steamer is a slow conveyance, which stops at nineteen intermediate stations; but those who have ample time will prefer it to the train, at least for the journey to Upsala. The first station is *Nockeby*, where a wooden bridge connects the mainland with the *Kersö*, from which another bridge crosses to Drottningholm (p. 348). The broad expanse of Lake Mälaren is quitted here, and the steamer threads its way between the islands and the mainland, crossing several *fjärdar* (bays). On the right lies the pleasant estate of *Hesselby*, beyond it that of *Riddarsvik* (station), and to the left is the island of *Svartsjö* (p. 349). Farther on we pass, on the right, the château of *Görväln*, built by Duke John, brother of Charles X., and on the left that of *Lennartsnäs*, once the property of Lennart Torstenson (d. 1651), one of the most distinguished generals of Gustavus Adolphus in the Thirty Years' War. We now reach the narrow strait of *Stäket* (said to be a word of Finnish origin), an island in which, called *Almare-Stäket*, contains a few fragments of the castle called *St. Erik's Borg*. An ancient stronghold which stood here was destroyed by the Esthonians in 1187, and a castle was afterwards erected on the same site by Nikolaus Ragvaldi, Archbishop of Upsala. At a later period it was occupied by Archbishop Gustaf Trolle, a powerful opponent of the administrator Sten Sture the Younger, who took the castle and destroyed it in 1517. This strait forms the entrance to a long and narrow arm of the lake called *Skarfven*. We next pass the estate of *Runsa* on the right. Beyond it, in a bay on the right, lies the château of *Rosersberg* (p. 355), which is called at by the Sigtuna steamer, but is not

visible from the Upsala boat. Farther on, we observe to the right the recently restored château of *Steninge*, once the property of Marshal Fersen, who was murdered by the populace at Stockholm in 1812. The park contains a monument to his memory. We now enter the *Sigtuna-Fjärd*, in which, to the right, lies —

Sigtuna (no hotel), once one of the largest and handsomest towns in Sweden, but now containing 555 inhab. only. It was founded at the beginning of the 11th cent. by King Olaf Erikson, and was destroyed by the Esthonians in 1187. They are said to have carried off the two massive silver doors of the choir of one of the churches, which now adorn a church in Novgorod. All that remains of the ancient buildings of Sigtuna consists of the scanty ruins of the churches of *St. Peter*, *St. Lawrence*, *St. Olaf*, and *St. Nicholas*. The present church once belonged to a Dominican monastery. The place is prettily situated, and commands a fine view of the lake. Route to Märsta, 11 Kil., see p. 355.

To the left we next observe the *Signildsberg*, the site of a still more ancient town of Sigtuna *(För-Sigtuna* or *Forn-Sigtuna)*, the scene of the saga of Hagbart and Signe. On the same bank lies *Håtunaholm*, with the church of *Håtuna*, where dukes *Eric* and *Valdemar* took their brother King Birger prisoner in 1306 and compelled him to grant them extensive privileges. The following year Birger revenged himself by inviting them to Nyköping, where he caused them to be thrown into prison and starved to death, an act of barbarity which cost him his throne. The three brothers are interred in the choir of the Storkyrka at Stockholm. Beyond *Erikssund*, *Finstaholm* (stations), and the church of *Häggeby*, the arm of the lake expands into the *Skofjärd*, on the left side of which rises the —

* **Skokloster** (properly *Skogkloster*, 'forest monastery'; station), an imposing château, on the site of a monastery which originally belonged to the Dominicans and afterwards to Cistercian nuns. The convent was suppressed by Gustavus Vasa, and was presented by Gustavus Adolphus to Marshal Herman Wrangel, whose son Charles Gustavus Wrangel erected the present château in the style of that of Aschaffenburg in Germany and filled it with treasures captured during the Thirty Years' War. After his death it passed into the possession of Count Brahe, his son-in-law, and still belongs to the same family. The building is square in form, each side being 140 ft. long, and encloses a court in the interior. At each corner rises a handsome tower roofed with copper.

A great part of the *Interior is still in an unfinished condition. The handsome *Vestibule* is borne by eight Ionic columns of white marble, which were presented by Queen Christina. The *Kungssal* has a richly decorated stucco ceiling. The staircases and vestibules are embellished with numerous portraits (including those of several of Marshall Wrangel's Scottish auxiliaries), pictures by *Ehrenstrahl* and others, and rich tapestry. The very valuable *Collections* preserved here comprise a *Library* containing 30,000 vols. and numerous MSS., and an *Armoury* with 1200 guns

of various kinds, a number of swords, daggers, and bows, the sword of Ziska, the famous Hussite leader, the sword used by the executioner at the 'Blood-bath of Linköping' (p. 308), and the shield of Emp. Charles V., said to have been executed by Benvenuto Cellini, and captured at Prague in 1648.

Near the château is the handsome Gothic **Skokyrka*, which originally belonged to the monastery. It contains the burial-chapel of Marshal Herman Wrangel and an equestrian statue of his son, a handsome pulpit, and an interesting altar-piece. The font and a figure of the penitent Magdalene were brought from the monastery of Oliva near Dantsic. Here, too, is buried *Hedvig Charlotta Nordenflycht*, 'the Swedish Sappho', who on account of a disappointment in love threw herself into a river (1763). — The overseer of the estate provides visitors with board and lodging if required. The traveller may now row in about an hour to *Alsike*, and drive thence to the (7 Kil.) Knifsta railway-station (p. 355).

Beyond Skokloster the steamer enters the *Fjärd Ekoln*. On the right are the church of *Alsike* and the estate of *Krusenberg* (station); on the left the churches of *Åker*, *Dalby*, and *Näs*. To the right, farther on, is *Kungshamn*, where the kings of Upsala are said once to have kept their fleet. At stat. *Flötsund* the steamer enters the muddy *Fyriså*. To the right stretches the fertile plain of Upsala, with the churches of Danmark, Vaksala, and Gamla Upsala. On the left is the agricultural school *(Landbruks-Institutet)* of *Ultuna*. The river expands considerably at two places, beyond which *Upsala* comes into view and is soon reached.

47. Upsala.

Railway Station on the E. side of the town (Pl. D, E, 3, 4). Steamboats stop opposite the *Strömparterre* (Pl, D, 4, 5), on the S. side.

Hotels. Hôtel Svea, Jernvägs-Hotel (Pl. 10; D, 4), and Gefle, all in Kungs-Gatan, near the railway-station. *Hôtel St. Erik, Bangårds-Gatan (Pl. D, 4). — *Stads-Hotellet, Drottning-Gatan (Pl. C, 4), with good restaurant and café.

Restaurants. **Upsala Gille*, Vestra Agatan 6; *Hôtel Phœnix*, also in Vestra Ågatan; **Vauxhall* (Pl. D, 3; known as *Rullan*), at the station, in summer only. Among the cafés may be mentioned that of the **Strömparterre* (Pl. D, 4, 5), called by the students 'Flustre' or 'Stora Förderfvet', at the steamboat-pier, with a pleasant garden where a band plays in the evening.

Baths. *Hydropathic Establishment*, by the *Slottskällan*, below the Slott. *River and Swimming Baths* by the Dombro and beyond the Svartbäckstull (on the road to Gamla Upsala).

Reading Room, with foreign newspapers, at the *Upsala Gille*, Ved-Torget; admission 50 ö., or for a month 1 kr.

Bookseller. *Akademiska Bokhandeln*, Dombro; *Lundeqvistska Bokhandeln*, Drottning-Gatan and Östra Ågatan. Fine series of views of Upsala and Sigtuna by *Billmark*, 24 kr.; *Upsala i Taflor*, twelve views by *Nay*, 6 kr.

Cabs *(Åkare)* at the railway-station and the steamboat-pier. Drive in the town for 1 pers. 50, for 2 pers. 75 ö.; to *Gamla Upsala* 2 kr., with two horses, 3-4 pers., 4 kr.; to *Eklundshof*, 1-2 persons, 50 ö.; to *Ultuna* 1½-2 kr.

Promenades. *Odinslund*, between the cathedral and the university; *Slotts-Park*; also '*Parken*' on the Pollacksbacke on the S. side of the town, especially during the drill of the 'Indelta Armee'. Shady walks on the W. side of the town. — **Views** from the *Slott* and from the steps of the University; finest view of the Cathedral from the Östra Ågata, near a mill-weir in the Fyriså.

University Collections. *Botanic Garden*, always open.

Coins and *Northern Antiquities*, St. Lars-Gatan 2; apply to the 'amanuensis'.

Library, open during the vacation (June 1-Sept. 15) on Tuesdays and Fridays, 11-1 o'clock, on other days on application to the librarian or to an 'amanuensis'; during term-time it is open every week-day from 10.30 to 1.30.

Linnæus's Garden ('Linnéanska Trädgården'), Svartbäcks-Gatan 27, may conveniently be visited on the way to Gamla Upsala.

Mineralogical Collections in the Chemical Laboratory *(Nya Kemiska Bygnaden)*, Tuesdays and Fridays, 12-1.

Physical Cabinet, in the same building, Wed. and Sat., 12-1.

Picture Gallery ('Muséet för Bildande Konst'), in the Gustavianum, to the W. of the cathedral, Sat. 1-2.

Zoological Museum, in the Gustavianum, open on week-days. The same building contains *Marklin's Natural History Museum* (apply to the 'konservator').

Upsala ('the lofty halls'), the most famous university-town in Sweden, and the residence of the archbishop, the 'landshöfding', and other dignitaries, with 21,200 inhab., lies on both banks of the *Fyriså*, which is crossed by five bridges. The modern part of the town *(Staden)* lies on the flat E. bank, while the older quarters *(Fjerdingen)* are on the somewhat abrupt W. bank. The extension of the town indicated on the Plan has as yet been scarcely begun. It was formerly called *Östra-Aros*, and at the period when the kings of Sweden resided at Gamla Upsala it formed their commercial town and harbour. In 1276 the headquarters of the archiepiscopal see, which had been founded a century earlier, were transferred from Gamla Upsala to the present town, while the kings selected Stockholm as their future residence. Like Throndhjem in Norway, Upsala may be regarded as the historical centre of the kingdom to which it belongs. Anciently it also formed the great stronghold of paganism, memorials of which abound in the tombs and monuments of the neighbourhood; and it was here that the apostles of Christianity encountered the most determined opposition. *Geijer*, in one of his most beautiful poems, 'Den Sista Skalden' (the last of the bards), represents the venerable bard on his return home extolling the magnificence of the temple of Upsala, beneath the lofty arches of which Svithiod's mighty gods were enthroned, and he afterwards depicts the burning of the sanctuary and the baptism of the terrified inhabitants in the Fyriså. It is in these historical and mythical associations that the interest attaching to Upsala to a great extent consists. The chief modern centre of attraction is the university, which was founded in 1477.

The ***Cathedral** (Pl. C, 3) is picturesquely situated on a height *(mons domini)* rising above the Fyriså. The exterior, with its two towers, which were intended to be 388 ft. in height, has been

disfigured by restorations, but the interior, though plain, is very impressive. The strictly Gothic style of the architecture recalls that of some of the French cathedrals, and is accounted for by the fact that the architect was *Etienne de Bonneuil*, a Frenchman. The edifice was begun in 1289 and completed in 1435, but was partly destroyed by fire in 1702. It consists of a nave with aisles, a transept, and a choir, the last forming a prolongation of the nave, while the retro-choir is a continuation of the aisles. The handsome vaulting is borne by 24 pillars. The windows are lofty and narrow. Between the flying buttresses, which are enclosed within the walls of the building, are a series of chapels on each side, forming a third and fourth aisle respectively. These chapels are also carried round the choir, where they contain the most celebrated monuments in the cathedral. In the interior the church is 359 ft. long, 103-136 ft. broad, and 90 ft. high. The roof rises to a farther height of 23 ft., and the towers, as far as the lanterns added by *Hårleman*, are 178 ft. high. About 1 million kr. have been subscribed by government, the town of Upsala, and private persons for the restoration of the building (now in progress). The 'Klóckare', who lives in the adjacent 'Domtrapphus', understands a little German (fee $^1/_2$-1 kr.).

Among the objects of interest in the interior are the pulpit, designed by Tessin, the large organ, the altar (by Burchard Precht of Rome, 1731), and the candelabra *(ljuskronor)*, one of which, in silver, weighs 52$^1/_2$ lbs. The capitals of the pillars in the choir are also worthy of attention. To the right of the altar is the silver-gilt sarcophagus of *King Erik IX.*, the patron saint of Sweden, who was killed here in 1160 by the Danes. At the back of the altar is the tomb of *Jacob Ulfson* (1421-1521), Archbishop of Upsala. The chief boast of the cathedral, however, is the **Burial Chapel of Gustavus Vasa* ('Gustavianska Koret'; d. 1560), at the back of the choir. The walls of the chapel are embellished with two large and five small frescoes by *Sandberg*, representing scenes from the life of the great monarch, and are inscribed with the words of his last address to the Estates in 1560. In the centre of the chapel is placed his recumbent figure, between those of *Catherine of Lauenburg* and *Margaretha Lejonhufvud*, his first two wives, on a pedestal ('castrum doloris') with obelisks at the corners. His third wife, *Karin Stenbock*, who survived him upwards of sixty years, is also interred in this chapel. The handsome stained-glass windows are by *Way*. The *Chapel of Katarina Jagellonica* contains the sumptuous monument in marble to *John III.* (d. 1592), which was executed in Italy, but wrecked on the voyage from Leghorn to Sweden, and taken to Dantsic, where it remained till 1785. The other chapels around the choir belong to the illustrious families of *Sture*, *Brahe*, *Horn*, *Oxenstjerna*, *Lejonhufvud*, and *De Geer*. The monument of *Linnaeus* is in the *Banér Chapel*, which adjoins the N. aisle, while the remains of the great naturalist repose under the organ-loft. It consists of a pyramid of porphyry, with a bronze medallion of Linné by Sergel, and bears the inscription: '*Carolo a Linné Botanicorum Principi Amici et Discipuli, 1798*'. — The Sacristy contains many curiosities and precious relics, including ecclesiastical vessels in gold and silver, vestments, crowns, sceptres, the clothes of the Sture who were put to death by Eric XIV. (in 1568), the derisive gift of King Albert of Mecklenburg to Queen Margaret (a stone for sharpening her needles), and her retort in the shape of a banner formed out of her own under-garments.

The traveller should walk round the outside of the church and

inspect the *Choir* and the imposing lateral **Portals*. To the N. of the cathedral is the *Eriks Källa* (Pl. 25), or Spring of St. Eric, which is said to have burst forth on the spot where the saint was killed.

To the W. of the cathedral rises the large new building of the **University** (Pl. 31; D, 3, 4), erected in 1877-86. The University, founded by Sten Sture in 1477 and richly endowed by Gustavus Adolphus, is now attended by about 1800 students. There are over 50 professors, and as many lecturers and tutors.

On entering the university each student is bound to attach himself to one of the thirteen 'nations', each of which, somewhat like the colleges of Oxford and Cambridge, possesses its own buildings, presided over by curators, inspectors, and a committee of management. The members of each nation are divided into seniores, juniores, and recentiores. On the choice of a 'nation' depends to a great extent the character of the student's education and his future career, and each retains his rights of membership for life. Duelling, to which severe penalties were attached by a law of 1682, has long been unknown in Sweden. One of the chief 'national' recreations is quartett-singing.

To the S. of the cathedral is the *Trefaldighets-Kyrka* (Pl. 30; B, C, 4), or *Bondkyrka* ('church of the Trinity', or 'of the peasants'), an older edifice than the cathedral, but now uninteresting. It belongs to the rural part of the parish of Upsala. Farther on is the *Odins Lund* (Pl. 21; B, 4), a promenade adorned with an obelisk to the memory of Gustavus Adolphus. We next reach the *Carolina Rediviva* (Pl. 2; B, 4; adm., see p. 359), a handsome building (with fine view from the flight of steps) containing the valuable library of the university (230,000 vols. and 7000 MSS.), the chief treasure of which is the famous **Codex Argenteus*, a translation of the four Gospels into Mœso-Gothic by *Bishop Ulphilas*, dating from about the second half of the 4th century, written on 187 leaves of parchment in gold and silver letters on a reddish ground. This precious MS., which was captured in the Thirty Years' War, was presented by Queen Christina to Vossius, her librarian, and was purchased from him for 400 crowns by De la Gardie, the chancellor of the university. It is to this work of Ulphilas that we are almost exclusively indebted for our knowledge of the ancient Gothic language, which stands nearly in the same relation to the Germanic languages as Sanscrit to the whole Aryan family.

In front of the library is the *Carolina Park* (Pl. B, 4), with a *Monument of Charles XIV. John* (Bernadotte, d. 1844), by *Fogelberg*, and numerous Runic stones. To the S.W. of the park rises the handsome *Chemical Laboratory* (Pl. B, 4), with the *Physical Cabinet* (adm., see p. 359).

A little farther on in the same direction is the *Botanic Garden* ('botaniska trädgården; Pl. A, 5), which is always open to the public. The botanical lecture-room contains a marble *Statue of Linnæus* by *Byström*. The celebrated botanist resided at No. 27 Svartbäcks-Gatan (Pl. 11; C, 3), and in summer at *Hammarby* (p. 355).

To the E. of the botanic garden rises the large and unpleasing **Slott** (Pl. C, 4), a castle founded by Gustavus Vasa in 1548, but never completed. In front of it is a bust of the founder by Fogelberg. In this castle Eric XIV. caused the ill-fated *Sture* to be murdered, and it was here that Queen Christina abdicated. The N. tower and the *Styrbiskop* (built to 'overawe the bishops') are now in ruins. Fine **View* from the castle, to the N. of which Gamla Upsala is visible. — A little farther on are the new *Hospital (Sjukhus)* and the grounds of the *Strömparterre*. Farther to the S. is the *Polacksbacke*, another good point of view (comp. Pl. C, D, 5).

The principal university-buildings not yet mentioned are the *Gustavianum* ('Gustavianska Akademien'; Pl. 7; B, 3), with zoological and other collections; the *Observatory* ('Astronomiska Observatoriet'; Pl. A, 3); the *Regnelleanum* (Pl. 23; C, 4), Trädgårds-Gatan 18; the *Anatomy Building* ('Anatomi Bygnaden'; Pl. 1; D, 4), Vestra Ågatan 26; the *Collection of Coins and Northern Antiquities* ('Myntsamling och Nordiska Fornsaker'), St. Lars-Gatan 2.

The *Cemetery* (Pl. A, 4) situated to the W. of the library, deserves a visit. Among the numerous monuments of distinguished men is that of *Geijer* (d. 1847), the historian and poet. The monuments of the different 'nations' of the students should also be noticed (see p. 361).

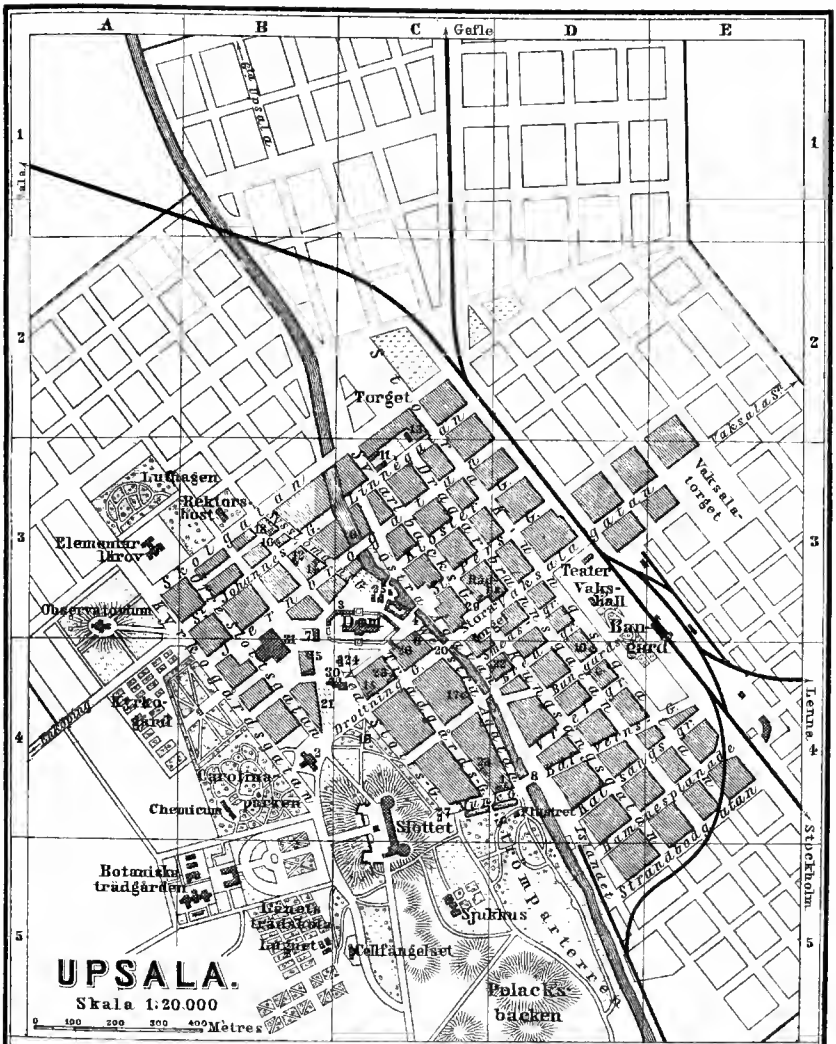
The most interesting spot near Upsala is ***Gamla Upsala**, about 3½ Engl. M. to the N.E., the first station on the railway to Gefle (see below). On foot or by carriage (see p. 358) we may reach it by following the high-road to Gefle for ½ M. and then taking the road to the right, running parallel with the railway. Gamla Upsala was the seat of the early pagan kings of Sweden. The site of its famous temple is said to be marked by the church of the present village. Adjacent are the three *Kungshögarne*, or Tumuli of the Kings, named after the Scandinavian gods, *Thor*, *Odin*, and *Freyr*, each about 58 ft. high and 225 ft. in diameter. The hill farthest to the E. (the *Odin Hill*) was opened in 1846-47, and beneath the superincumbent sand, embedded in layers of gravel, was found an urn, 7 in. high and 9 in. in diameter, containing calcined bones and the objects now preserved in the Museum at Stockholm (ground-floor, Room III., p. 335). The urn was left where it was found. The Freyr hill was opened in 1874 and found to be constructed on a similar plan. Near these hills is the *Tingshög* ('assize hill'), 32 ft. in height, from which the kings down to Gustavus Vasa used to address their subjects.

From Upsala to Norrtelje, 81 Kil. (50½ Engl. M.), railway in 4 hrs. (fares 5 kr. 70, 3 kr. 25 ö.). — The intermediate stations are of no importance. 21 Kil. *Lenna;* 41 Kil. *Knutby*. At (50 Kil.) *Rimbo* is the junction with the direct line to Stockholm, now in progress. — **Norrtelje** (*Stads-Hotel*), a busy little trading town with 2300 inhab. lies in a pretty district at the W. end of the bay of *Telgevik*, on the Baltic. In summer it is a favourite watering-place.

48. From Upsala to Gefle.

114 Kil. (71 Engl. M.). Railway in 4-5 hrs. (fares 6 kr. 85, 4 kr. 60 ö.).

The scenery is uninteresting, but a visit may be paid on the way to the waterfall of the *Dal-Elf* at *Elfkarleby* and to the iron-mines of *Dannemora*. — The train at first follows the course of the *Fyriså*.



1 *Anatomicum*	D.4.	Nationshusen:		22 *Posthuset*	D.4.
2 *Carolina Rediviva*	B.4.	12 *Göteborgs*	B.3.	23 *Regnellianum*	C.4.
3 *Consistorium*	C.3.	13 *Östgöta*	C.2.	24 *Seminarium*	C.4.
4 *Dombron*	C.3.	14 *Smålands*	B.3.	25 *S:t Eriksskälla*	C.3.
5 *Erikshögskolan*	B.4.	15 *Stockholms*	C.4.	26 *Skytteanum*	C.4.
6 *Gillet*	C.3.	16 *Upplands*	B.3.	27 *Slottskällan*	C.4.
7 *Gustavianum*	B.3.	17 *Vestgota*	C.4.	28 *Stadshus*	C.4.
8 *Islandsbron*	D.4.	18 *Vestm. o Dala*	B.3.	29 *Telegrafen*	C.3.
9 *Jernbron*	C.3.	19 *Ned. Slottspark*	C.4.	30 *Trefald. kyrka*	B.C.4.
10 *Jernvägshotel*	D.4.	20 *Nybron*	C.4.	31 *Nya Universitetshuset*	B.3.4.
11 *Linnés förd. botaniska trädgård*	C.3.	21 *Odinslund*	B.4.		

Gamla staden — Nya stadsdelar

1. *Biskopshuset*	C. 2.	9. *Hypotek: Bank*	C. 3.	17. *St. Lars*	C. 3.
2. *Cellfängelset*	A. 4	10. *Kaserne*	C. 3.	*St. Maria*	D. 2.
3. *Elementar Läroverket*	C. 3	11. *St. Clemens*	C. 2.	18.	
4. *Fattighuset*	C. 3.	12. *St. Drotten*	C. 2.	19. *St. Nicolaus*	D. 2.
5. *Förådshuset*	C. 5.	13. *St. Gertrud*	D. 2.	20. *St. Olof*	C. 2.
6. *Frimurare Logen*	D. 2.	14. *St. Hans*	C. 4.	21. *Landshöfdingeresidenset*	B. 4.
7. *Gotlands Fornsal*	C. 2.	15. *Helge Andskyrkan*	D. 2.	22. *Rådhuset*	C. 3.
8. *Hospital*	D. 2.	16. *St. Katarina*	C. 3.	23. *Tullhuset*	B. 4.

Geograph. Anstalt von Wagner & Debes Leipzig

4 Kil. *Gamla Upsala*, with the Kungshögarne to the left; 12 Kil. *Stor-Vreta*. Beyond (20 Kil.) *Vattholma* is the interesting château of *Salsta*, erected by Tessin. 38 Kil. *Vendel*.

43 Kil. (27 M.) **Örbyhus**. The château, now the property of Count de Geer, belonged for nearly two centuries to the celebrated Vasa family and was fortified by Gustavus Vasa. It was here that his unfortunate and half-insane son Eric XIV. was poisoned by order of his brother John III. on 25th Feb., 1577.

From Örbyhus to Dannemora, 9 Kil., by a branch-line in 25 min. (fare 70 or 45 ö.). The famous ***Mines of Dannemora**, which yield the best iron in Sweden, occupy an area of about 2 Engl. M. in length by 30-380 yds. in width. They lie at a depth of 27 ft. below the *Grufsjö*, against the encroachment of which they are protected by means of a massive wall of granite, 37 ft. high at places. The deepest shafts are the *Ungkarlsgrufvan* and the *Jungfrugrufvan*, both about 500 ft. in depth.

One of the largest of these mines is that of *Österby*, 1¾ Engl. M. to the E., the property of Baron Tamm, with a handsome mansion, a park, a steam-hammer and other works, and a church, together forming quite a little town. — The productive mines of *Leufsta* or *Löfsta* are about 20 Engl. M. to the N. of Dannemora.

Beyond Dannemora the train runs on to (43 Kil.) *Harg* on the Baltic in 2 hrs. more.

48 Kil. (30 M.) *Tobo*, with extensive iron-works; 61 Kil. *Tierp*, on the *Tierpså*, in a fertile district. Numerous forges in every direction. 69 Kil. *Orrskog*, whence a branch-line runs to *Söderfors* on the *Dal-Elf*, an anchor-manufactory, driven by the falls of the river, and also belonging to Baron Tamm. It is a prettily situated place, forming a little world of its own. 81 Kil. *Marma*.

88 Kil. (54 M.) *Elfkarleö*. The train crosses the Dal-Elf here by means of a bridge of six arches, 408 ft. in length, and a viaduct 437 ft. long. Visitors to the waterfall of *Elfkarleby*, about 2 Engl. M. lower down the river, alight here. The fall is 49 ft. high and 250 ft. in width, and the volume of water is very large; but, like the principal waterfalls at Trollhättan, it is divided into two parts by an island in the middle of the stream, whereby its effect is diminished. The environs of the fall are tame and uninteresting. Below it is the *Stone Bridge of Charles XIII.* (Inn), which affords a good survey of the scene. From this point the traveller is recommended to drive to (98 Kil.) *Skutskär*, the next railway-station, a place with 1400 inhab., situated on the Baltic, and possessing extensive steam-saw-mills. Steamboats to Gefle, Elfkarleby, etc.; another steamboat also plies on the *Dal-Elf* daily from *Husby-Kungsgård*, near Elfkarleby, to *Avesta*, near Krylbo (p. 370).

Immediately beyond Skutskär is (99 Kil.) *Harnäs*.

114 Kil. (71 M.) **Gefle** *(Stadshuset; Central-Hotettet)*, a rapidly increasing town, with 21,000 inhab., is an important commercial and manufacturing place, and the chief outlet for the export of the timber and metal yielded by the provinces of *Gestrik-*

land, *Helsingland*, and *Dalarne*. It owes its substantial modern appearance to the great fire of 1869, which destroyed the whole of the quarter on the N. bank of the *Gefleå*. Large *Shipbuilding Wharfs*. A walk may be taken in the *Stadsträdgård* and on the bank of the Gefleå. — Steamboats ply frequently between Gefle and the principal ports on the Gulf of Bothnia; to Stockholm daily. A steam-launch plies daily between Gefle and the fishing village of *Bönan*, to the N.E. of the town.

From Gefle to Ockelbo (p. 370) 38 Kil. Railway in 1½ hr. through wood. No important stations.

From Gefle to Falun, 92 Kil. (57 Engl. M.), railway in 2⅔ hrs. (fares 4 kr. 60, 2 kr. 75 ö.). — The country traversed is very uninteresting. Stations: *Valbo; Margretehill; Sandviken*, on the *Storsjö*, with extensive Bessemer steel-works; *Kungsgården*. At (38 Kil.) **Storvik** the line is crossed by the Sala and Krylbo railway (R. 50). 55 Kil. *Robertsholm;* 59 Kil. *Källviken*. The train now enters the province of Dalecarlia or Dalarne. At *Ryggen* it reaches its highest point (705 ft. above the sea-level). Near (87 Kil.) *Korsnäs* (370 ft.), with large iron-works and saw-mills, we obtain a pleasant view of the *Runn-Sjö*. 92 Kil. (57 M.) *Falun*, see p. 366.

49. From Gothenburg to Falun.

478 Kil. (296 Engl. M.). Railway (*'Bergslagernas Jernvägar'*), express-train daily in 15 hrs. (fares 31 kr. 10, 15 kr. 55 ö.); ordinary trains take two days for the journey, and are therefore to be avoided. — The railway, which traverses the provinces of Dalsland, Vermland, Vestmanland, and Dalecarlia (Dalarne) and connects the rich mining district (*'Bergslager'*) of Vermland with the great S.W. port of Sweden, offers few attractions to the tourist.

From Gothenburg to Öxnered (82 Kil., 51 Engl. M.), the junction of the Venersborg-Uddevalla line, see p. 293. To the N. we have a view of the *Halleberg* and the *Hunneberg* (p. 293). — The line runs to the N., passing (97 Kil.) *Frändefors*, (106 Kil.) *Brålanda*, and (114 Kil.) *Erikstad*, to —

123 Kil. (76 Engl. M.) **Mellerud** (*Rail. Reslauranl; Hôlel Mellerud*, close by), junction of the *Sunnanå-Fredrikshald* line (p. 281).

131 Kil. *Köpmannabro*, where the line crosses the *Dalslands Canal* (p. 279) which at this point issues from Lake Venern. — 144 Kil. *Ånimskog;* 155 Kil. *Tösse*. — 164 Kil. *Åmål*, a little town with 2700 inhabitants. View of the lake to the right.

Passing (181 Kil.) *Seffle*, the train crosses a canal of the same name, which connects the *Byelfven*, and through it the extensive *Glasfjord*, with Lake Venern, and then threads its way among the numerous lakes of *South Vermland*. — 189 Kil. *Vermlandsbro;* 200 Kil. *Segmon;* 210 Kil. *Grums;* 221 Kil. *Edsvalla*.

232 Kil. (144 Engl. M.) **Kil** (p. 312), the junction of the *Nordvestra Stambana* (R. 42), and of a short branch-line to Frykstad.

248 Kil. *Deje*, with a saw-mill and a waterfall, on the *Klar-Elf*, which the line here crosses by a handsome bridge. — 254 Kil. *Mölnbacka;* 264 Kil. *Molkom;* 271 Kil. *Lindfors;* 279 Kil. *Geijersdal.*

293 Kil. (182 Engl. M.) *Daglösen*, at the S. end of Lake Daglösen (415 ft.).

From Daglösen a branch-line runs in 20 min. to (8 Kil.) **Filipstad** *(Stads-Hotel)*, also a station on the branch-line mentioned at p. 313, pleasantly situated at the N. end of the *Daglösen*. Finest view from the neighbouring *Hastaberg*. Numerous iron-mines in every direction. — Railway (72 Kil., in 5 hrs.) from Filipstad to *Uddeholm* and *Edebäck* on the *Klar-Elf*, with extensive iron-works. The 'Uddeholms Actie-Bolag', which possesses numerous iron-works and several estates, is one of the most important industrial companies in Sweden.

304 Kil. (188½ Engl. M.) *Herrhult*, where our line is crossed by the branch-line from *Christinehamn* to *Persberg* and *Filipstad* (p. 313). — 315 Kil. *Loka*, 326 Kil. *Grythyttehed*, 334 Kil. *Hellefors*, 341 Kil. *Sikfors*, 352 Kil. *Bredsjö*, all with iron-works. Numerous lakes are passed.

At (372 Kil.) *Bergslags Ställdalen* the Bergslagernas line crosses the Frövi-Ludvika line mentioned at p. 314; and these two lines run parallel to each other from this point to (384 Kil.) *Bergslags Hörken*, (392 Kil.) *Bergslags Grängesberg*, (399 Kil.) *Klenshyttan*, and Ludvika. Between the lakes *Norra Hörken* and *Sodra Hörken* the construction of the railway is an object of interest. Before reaching Grängesberg we cross the boundary between Vestmanland and Dalecarlia (Dalarne).

408 Kil. (253 Engl. M.) **Ludvika** (**Inn*, not expensive), prettily situated on *Lake Vessman* (500 ft.), and connected by a branch-line (Marnäs-Sandsta-Munkbo; 18 Kil.) with *Smedjebacken* (Gastgifvaregård), on the Strömsholms Canal (see below).

The **Strömsholms Canal**, which together with the lakes connected by it is abont 70 Engl. M. in length, was constructed in 1777-95, and remodelled in 1842-59, for the purpose of connecting the great mining-districts of Dalarne with Lake Mälaren and the Baltic. This water-highway reaches its highest level at Smedjebacken, from which it descends 325 ft. to Lake Mälaren by means of 15 locks. Steamers ply between Stockholm and Smedjebacken almost daily, some starting from *Riddarholmen* (p. 323) and others from the *Kött-Torg*. Passengers are allowed to spend the night preceding the start and that succeeding the arrival on board. The passage between Stockholm and Strömsholm, through Lake Mälaren (7-8 hrs.; comp. p. 348), is somewhat monotonous, but the canal itself is one of the most interesting in Sweden. We here describe the descent of the canal from Smedjebacken to Strömsholm.

The steamer first traverses the pretty *Norra* (375 ft.) and *Södra* (325 ft.) *Barken Lakes*, between which are the picturesque church and parsonage of *Söderbärke*. It next enters *Lake Vefungen*, where the classic soil of Dalarne (p. 368) is quitted, and then descends through three locks at *Sembla*. At *Fagersta* (another lock) is one of the largest iron-works in Sweden, with rolling-mills, etc., where gun-barrels are largely manufactured for the Karl Gustafs Stad establishment at Eskilstuna (p. 352). Other important manufactories are situated at *Uddnäs* (lock) and *Vestanfors* (lock), at which last Bessemer steel is largely manufactured. We now enter the *Stora Aspen Lake* and beyond it *Lake Åmänningen* (250 ft.), a large sheet of water, on the E. bank of which the steamer touches at —

Engelsberg, a place of some importance, as it lies on one of the railways from Stockholm to Storvik, Falun, and Gefle (p. 369). — At *Virsbo* (lock) we enter the *Virsbosjö*, beyond which follows a long canal-reach to *Seglingsberg* (lock), with another manufactory (also a railway-station). The steamer next traverses the lakes *Öfvre* and *Nedre Nadden* (230 ft.) and another part of the canal, where two locks descend to —

Ramnäs (railway-station, p. 316), with numerous manufactories in the neighbourhood and a church, where the most picturesque scenery on the canal begins. The route next leads through the *Norrbyström*, and past the extensive iron-works of *Surahammar* (two locks), into the *Öst-Surasjö* (180 ft.), which is quitted at *Älsätra* (lock). A little farther on is *Trångfors* (three locks); then **Skansen* (Inn; two locks), the most beautiful point on the canal, and *Sörqvarn* (three locks). Whilst the steamer is passing throngh these eight locks, by means of which it descends abont 125 ft., passengers have ample time to land and inspect the picturesqne waterfalls of the *Kolbäcksån*, near Sörqvarn, and the snrrounding scenery. Farther on, the steamer passes the waterfalls *Sörstafors* (with a large paper-mill) and *Prestfors* by means of a lock, beyond which it passes under the railway at *Kolbäck*. We next descend two more locks at *Vestergvarn*, and then the last of the series at —

Strömsholm *(Fröken Ringholm's Hotel)*, where the level of *Lake Mälaren*, about 2 ft. only above the Baltic, is reached. Strömsholm lies at the influx of the Kolbäcksån into the lake. The old castle here was built by Gustavus Vasa (d. 1560) and presented by him to his queen Katharina Stenbock, who spent her widowhood here and died at the castle in 1621. Another royal residence, designed by Tessin, and still well preserved, was erected on the castle-island by Hedvig Eleonora, the queen of Charles X. An excellent stud of horses is kept here. — Railway from Strömsholm to Kolbäck (and Stockholm), see R. 45.

417 Kil. (258 Engl. M.) *Gräsberg;* 426 Kil. *Rämen*, on a lake of the same name; 435 Kil. *Skräcka.*

455 Kil. **Borlänge** *(Jernvägs-Hotellet)*, junction of a branch-line to *Krylbo* (p. 370).

At (456 Kil.) *Domnarfvet* (Inn), a lofty bridge carries the line over the *Dal-Elf*, which here forms a waterfall. The important iron-works at Domnarfvet are said to be the largest in Sweden. The water-power required by the Bessemer steel-works here, belonging to the Stora Kopparbergs Bergslag in Falun (p. 367), is brought from the river by a tunnel 320 yds. long. There is a large saw-mill on the bank. — 461 Kil. *Ornäs*, at the S.W. end of *Lake Runn* (355 ft.), on which a steamboat plies.

Ornäs and the banks of the Runnsjö are classic soil in Swedish history. At the S.E. end of the lake is *Rankhyttan*, with the barn *(kungslada)* in which Gustavus Vasa when a fugitive and disguised as a Dalkarl once thrashed corn. At *Ornäs* he was enabled by *Barbro Stigsdotter* to elude his pursuers, to whom her husband *Arendt Persson* was about to betray him. His bed and other memorials are still shown here in the *Kungskammare*, from the window of which Barbro let him down by a long towel.

478 Kil. (296 M.) **Falun** *(Stads-Hotellet*, in the market-place; *Nya Hotellet; Falu Hotel)*, the capital of *Dalarne (Dalecarlia)*, with 7600 inhab., far famed for its copper-mines, lies between lakes *Varpan* and *Tisken*, on both banks of a small stream, and in the vicinity of the *Runn-Sjö*. The town has obviously grown out of a group of separate villages, the names of which still survive. On the E. bank of the stream are *Östanfors*, *Lallarfvet*, *Öfvra* and

Yttra Åsen, *Slaggen*, and *Holmen;* on the W. bank *Presttägten*, *Gamla Herrgården*, and *Elsborg*. The principal buildings are the *Kristina-Kyrka* in the Stor-Torg, the *Kopparbergs-Kyrka*, with its green copper roof, the *Rådhus*, the *Gymnasium*, and the *Magasinhus*, which contains a collection of minerals. The *Villa* at Lillarfvet and *Manhem* to the E. of the town are popular resorts.

Towards the S.W. the whole face of the country presents the appearance of having been burned up by the *Roströk*, or smoke from the *Rosthögar* ('roasting hills') which surround the mines. This smoke blackens all the wood exposed to its influence, and gives metals a spotted appearance, but it is believed to be an excellent disinfectant, and to have warded off cholera and other epidemics on several occasions. The fumes of the copper vitriol in the mine itself have still more marked preservative properties. In 1719 the body of a young man named *Mats Israelsson*, with the sobriquet *Fet-Mats*, who had perished in the mines 49 years previously, was recovered, and was so well preserved that it was immediately identified by an old woman to whom he had been betrothed. For 21 years more it was preserved in a glass-case, but at length fell to pieces and was buried.

The *Falu Grufva* or *Stora Kopparberget* (corrupted to *Kårberget*) has been known to history since 1347, but was probably worked at a still earlier period. The yield was formerly much larger than at the present day (20,000 skeppund, or about 3322 tons annually in the 17th cent., but now 4-5000 skeppund, or 664-830 tons only). At one time the mines of *Åtvidaberg* in Öster-Götland (p. 309) even took precedence of those of Falun, but they now yield about 430 tons only per annum. As in the middle ages, therefore, the mines of Falun still claim the distinction of being the 'Treasury of Sweden' *(Sveriges Skattkammare)*. In recent years the yield of auriferous and argentiferous quartz has considerably increased; in 1885 1580 oz. of gold and 16,765 oz. of silver were produced. The proprietors are called *Fjerdepartsegare*, of whom in the year 1616 there were as many as 1200. Each *Fjerdepart* is worth about 4000 crowns. The company is called the *Stora Kopparbergs Bergslag*.

Visitors (adm. from 9.30 a.m. to 4 p.m.) are provided with miners' attire *(öfverkläder)* at the mining-office *(grufstuga)* and with a miner *(stigare)* as a guide (fee 1-2 kr.; additional fee for gunshots fired to awaken the echoes). The descent and ascent are accomplished by means of a lift. The ground is very wet at places, and the usual lighting very inadequate. Even to those who have conscientiously resolved to see all the lions of Sweden the expedition can hardly be called a very attractive one. — The *Grufstuga* contains an interesting collection of portraits, old charters, antiquities, minerals, etc. A visit should also be paid to the *Kopparhytta*, where the ore is smelted.

Excursion to Lake Siljan.

The most convenient starting-point for this excursion is *Borlänge*, which we reach by the railway mentioned at p. 366. Thence we proceed by the 'Siljan Railway' to (37 Kil.) *Insjön* (in 1½ hr.;

fares, 3 kr., 1 kr. 85 ö.), passing *Tjerna*, *Lennheden*, where the line crosses the Dal-Elf, *Dufnäs*, the steep rock of *Djurmoklack*, *Djurås*, where the Vester and Öster Dal-Elf join, and *Gagnef*.

At Insjön, which lies on a little lake of the same name through which flows the Öster Dal-Elf, we embark in one of the steamers plying on Lake Siljan, and belonging to the 'Öster Dalarne' company (daily, with alternating routes; to Mora in 3½-5 hrs.; fares, 4 kr., 1 kr. 75 ö.; return-tickets, a half more). The steamer steers first up the Öster Dal-Elf to (½ hr.) **Leksand** *(*Inn)*, situated on the *Östervik*, the S. bay of Lake Siljan. Here on Sunday mornings the traveller has a good opportunity of seeing the peculiar costumes of the natives, who assemble to church by land and water from all quarters. The *Käringberg*, to the N. of Leksand, commands an extensive view.

Lake Siljan (540 ft.), called also 'Dalarne's Öga' (the eye of Dalecarlia), enclosed by partly-wooded banks of moderate height, owes much of its interest to the inhabitants of its banks, who have preserved many of their primitive characteristics. They are generally poor, owing to the great subdivision of the land, but they supplement their agricultural pursuits with the manufacture of watches, bells, furniture, grindstones, and with other crafts, which they carry on in their own houses *(husslöjd)*. Many of the young men *(Dalkarlar)* and young women *(Dalkullor)* seek employment in other parts of the country, and return with their earnings to settle in their native province. In their ideas of cleanliness they are somewhat behind the age, but there are very fair inns at all the principal places to which travellers resort. The best time to visit Lake Siljan is in the height of summer, when the vegetation is in perfection, and when the younger members of the community while away the long twilight with dances around the richly decked village may-poles.

Leaving Leksand, the steamboat reaches the principal part of the lake in about ¾ hr. To the left is the *Björkberg*, rising from the middle of the peninsula of *Siljansnäs*. To the right opens the bay of *Rättviken*, at the head of which is the village of that name, with the *Hotel Karlsvik and an old church, beautifully situated in the 'Arcadia of Dalarne.' — On some voyages the steamboat steers hence directly to the N. end of the lake. The wide lake narrows at the large island of (1¾-2 hrs. from Rättvik or Leksand) *Sollerön*, to the W. of which, on the mainland, rises the *Gesundaberg* (1125 ft.), the highest hill on the banks of the lake.

Mora (tolerable *Inn*, where a carriage may be obtained), a large village with a church, pleasantly situated at the N.W. end of Lake Siljan, with which various reminiscences of Gustavus Vasa are associated, lies 64 Kil. from Leksand and 43 Kil. from Rättvik. Here we spend the night, returning on the following day by the same route. Near the bank of the lake here is the so-called *Klockgropsbacke*, from which Gustavus once addressed the

people. A little to the S.W. of Mora is *Utmeland*, where a monument marks the site of the cellar in which the wife of Tomt Mats Larsson with great presence of mind concealed the fugitive Gustavus from his Danish pursuers, covering the entrance with a beer-vat. The room in the interior of the monument is adorned with three pictures, by *Höckert*, *E. Bergh*, and *Chartes XV.* The neighbouring *Christineberg* commands a fine view.

On the days when the steamboat does not touch at Rättvik, it continues its voyage beyond Mora across the *Orsa-Sjö* immediately to the N. to the unimportant *Orsa*.

50. From Stockholm viâ Upsala to Östersund and Throndhjem.

854 Kil. (530 Engl. M.). Railway in 59 hrs., including two halts for the night at *Bollnäs* and *Östersund*. From Stockholm to *Storlien* we travel by the Swedish *Nord-Stambana*, and thence to Throndhjem by the *Norwegian Railway*. A through-train, accomplishing the entire distance in 31½ hrs., runs between the middle of June and the end of September only. Fares from Stockholm to Throndhjem 45 kr. 70, 29 kr. 70 ö.; from Upsala to Throndhjem 41 kr. 70, 27 kr. 40 ö. The journey is tiresome, and can be recommended to tourists only as being the shortest route between Stockholm and Throndhjem, whether a visit to the Nordland (R. 29) or Moldefjord (R. 23) is combined with it, or whether the traveller wishes to return to Sweden after visiting the Moldefjord from Throndhjem. In any case the traveller should not undergo more than one of the long railway journeys between Christiania and Throndhjem (R. 26) and between Stockholm and Throndhjem. — Those with more time at their disposal may proceed by steamer to *Hörnesand* and *Sollefteå* (p. 374) and thence by train to *Bräcke* (p. 371).

From Stockholm to (66 Kil.) *Upsala*, see pp. 355, 356. — 79 Kil. *Vänge;* 86 Kil. *Åland;* 100 Kil. *Vittinge;* 107 Kil. *Morgongåfva;* 113 Kil. *Heby.*

128 Kil. (79 M.) **Sala** *(Stads-Hotellet; Hôtel Sala)*, a town with 5200 inhab., founded by Gustavus Adolphus in 1622, is famous for its *Sitfvergrufva*, the principal silver-mine in Sweden. The yield was formerly very considerable, and the mine was styled 'Rikes skattkammare och yppersta klenod' (the treasury and chief gem of the kingdom), but it has greatly decreased of late years (now about 2300 lbs. only). Lead-ore and litharge are now the minerals chiefly worked here. At the interesting *Sata Hytta* on the *Sata Damm*, to the N. of the town, the various processes of refining the silver should be inspected. From Sala a railway diverges to the S. to Tillberga and Vesterås (p. 315). — 138 Kil. *Broddbo;* 150 Kil. *Rosshyttan.*

161 Kil. (100 M.) **Krylbo** (*Jernvägs-Hotellet*, with restaurant), where we reach the *Dal-Elf*, the historic frontier river of Dalarne, is the junction for the railway to *Engelsberg* (p. 366), *Seglingsberg*, *Ramnäs* (p. 366), and *Titlberga* (p. 316). Generally a long halt here.

About 6 Engl. M. to the W. of Krylbo is *Brunnbäck*, where the Dalecarlians routed the Danes ('Jutar') in 1521.

'Brunbäcks elf är väl djup, också bred,
Der sänkte vi så många Jutar ned.
Så kördes Danskar ur Sverige.' *(Old Ballad.)*

FROM KRYLBO TO BORLÄNGE, 64 Kil. (40 Engl. M.), railway in 2½-4 hrs. (fares 4 kr. 50, 2 kr. 60 ö.). — Stations: 4 Kil. *Avesta* on the Dal-Elf, with large iron-works; 23 Kil. *Hedemora*, a small town with 1500 inhab.; 30 Kil. *Vikmanshyttan;* 37 Kil. *Kullsveden*, whence a branch-line diverges to *Bispberg*, with iron-works. — 39 Kil. **Säter** *(Stads-Hotellet)*, founded by Gustavus Adolphus, with 580 inhab.; in the neighbourhood is the pretty *Sätersdal* and the *Bispbergs Klack*, with a fine view. — 50 Kil. *Gustafs;* 57 Kil. *Stora Tuna.* Then (64 Kil.) *Borlänge.* From Borlänge to *Falun*, see p. 366.

Beyond Krylbo the train crosses the Dal-Elf by a bridge 660 ft. long and traverses a productive mining district.

165 Kil. *Jularbo;* 171 Kil. *Fors;* 179 Kil. *Morshyttan;* 185 Kil. *Horndal;* 190 Kil. *Byvalla;* 202 Kil. *Hästbo;* 209 Kil. *Torsåker.*

219 Kil. (136 M.) **Storvik** *(Jernvägs-Hotellet; Wahlgren's Inn)*, the junction of the Gefle and Falun railway (p. 364).

The train now traverses the district of *Gestrikland*, parts of which are well-wooded and fertile. Numerous small iron-works. 226 Kil. *Åshammar;* 235 Kil. *Järbo.* 257 Kil. *Ockelbo*, with extensive iron-works, connected by rail with the mines of *Vindkärn.* (From Ockelbo to Gefle, see p. 364.) The train then crosses the *Norrå.* 274 Kil. *Lingbo*, the first station in the province of *Helsingland*; 284 Kil. *Holmsveden.*

300 Kil. (186 M.) *Kilafors*, whence a branch-line runs to (33 Kil.) *Söderhamn* (p. 373) and (36 Kil.) *Stugsund.* — Our line now ascends the valley of the Ljusne, through a wooded and agricultural region. The river forms a chain of small lakes. Farther on the train crosses the *Voxna*, a feeder of the Ljusne.

317 Kil. (196½ Engl. M.) **Bollnäs** *(*Jernvägs-Hotellet*, at the station; *Gästgifvaregård)*, with about 500 inhab., is the station where several trains stop for the night. — 332 Kil. *Arbrå;* 337 Kil. *Vallsta*, on the *Orsjö* (405 ft.); 353 Kil. *Karsjö*, on the *Tefsjö* (405 ft.). In summer small steamers ply upon the Orsjö and the Tefsjö. The scenery now assumes more and more of a northern character, with deep valleys lying between lofty mountains. Beyond (365 Kil.) *Jerfsjö* the line crosses the Ljusne-Elf. — 380 Kil. (236 Engl. M.) *Ljusdal* (Jernvägs-Hotellet), the junction of a branch-line to (62 Kil., in 2½ hrs.) *Hudiksvall* (p. 373), viâ *Delsbo*, on *Lake Dellen*, *Fredriksfors*, and *Näsviken.*

The line now skirts the *Vexnesjö* (440 ft.) and the *Letsjö* (490 ft.) to (408 Kil. or 253 Engl. M.) *Hennan*, at the S. end of a lake of the same name (795 ft). 428 Kil. *Ramsjö*, 446 Kil. *Mellansjö*, also on lakes bearing the same names. The scenery beyond this point becomes wild and wooded. — 464 Kil. *Östavall*, the first station in the district of *Medelpad*, on *Lake Aldern* (795 ft.), an expansion of the *Ljungå.* The train runs through a wooded and hilly district. 473 Kil. *Alby.*

From (484 Kil. or 300 Engl. M.) *Ånge* (Inn) a branch-line

runs to the E. to (38 Kil.) *Torpshammar* and (95 Kil.) *Sundsvall* (p. 373). At Torpshammar there are large iron-works. The main-line proceeds to the N.W. and surmounts the plateau of the province *Jemttand*. 515 Kil. *Bräcke*, at the S. end of the *Refsundsjö* (945 ft.), along which the train runs, partly over embankments and partly through cuttings. A branch-line (one train daily in 6½ hrs.; fares 7 kr. 65, 5 kr. 10 ö.) runs from Bräcke to (145 Kil.) *Sollefteå* (p. 374). The railway crosses the *Indals-Elf* near *Ragunda* by means of the longest railway-bridge in Sweden (700 ft.). Pretty scenery.

526 Kil. *Stafre*; 539 Kil. *Gällö*. The name of (553 Kil.) *Pilgrimstad*, at the N. end of the Refsundsjö, preserves the memory of the mediæval pilgrimages to the grave of St. Olaf in Throndhjem (p. 219). — 571 Kil. *Brunflo*.

The line next reaches the large ***Storsjö** (960 ft. above the sea-level), surrounded with beautiful scenery, in which the dark pine and fir forests contrast finely with the yellow corn-fields. In the foreground lies the island of *Frösö*; and in the distance the dark *Oviksfjellen* and the *Åreskutan* (p. 372). In summer a steamer plies upon the lake, touching at Brunflo, Östersund, Trångsviken (see below), Mörsill (p. 372), and other places.

586 Kil. (363 M.) **Östersund** *(Stads-Hotellet*, with restaurant; *Nya Hotellet; Gästgifvaregård)*, the capital of the province of *Jemtland* and the seat of the 'Landhöfding' (governor), was founded in 1786 and has grown rapidly since the opening of the railway. It contains 4900 inhabitants. It is pleasantly situated on the E. bank of the Storsjö, opposite the lofty island of *Frösö*, with which it is connected by a bridge, 1420 ft. in length. The streets are broad and handsome, most of the houses being built of timber. On Frösö, near the bridge, stands a Runic stone to the memory of Östmadur, the son of Gudfast, the first Christian missionary to this district. The church on this island, with walls 10 ft. thick, is one of the oldest in N. Sweden. The churchyard commands a beautiful *View of the lake, with the snow-covered mountains to the W.

Farther on, the line skirts the N. bank of the Storsjö and crosses the *Semså*. 597 Kil. *Åsjö*. — At (607 Kil.) *Krokom* the line crosses the *Indals-Elf*, after which we enter a dreary wooded and marshy region. Skirting the S. bank of the *Nätdsjö* (995 ft.) for a short distance we next reach —

618 Kil. (383 M.) *Nälden*. The train now crosses successively the *Forå*, which connects the Näldsjö with the *Atsensjö* (970 ft.), the *Ytterå* beyond (624 Kil.) *Ytterån*, the little *Qvarnå* beyond (633 Kil.) *Trångsviken*, and the *Semlaån* at *Selander*, near their entrance into the *Ockesjö*, beyond (644 Kil.) *Mattmar*. All these rivers and lakes form with the Storsjö an extensive inland water-system, upon which, as already mentioned, steamboats ply. —

655 Kil. *Mörsill.* — 665 Kil. *Hjerpen*, at the point where the *Hjerpström* enters *Lake Lithen* (1045 ft.), whence the *Åreskutan* (see below) may be ascended in 5-6 hrs. (drive from the station in 'Skjuts' to the *Gästgifvaregård Hjerpen*, and thence past *Bonäset* and *Huså Bruk* to the base of the cone, which is ascended on foot).

Crossing the Hjerpström we proceed along the *Undersåkersså* to (678 Kil.) *Undersåker*, and thence, skirting the *Åresjö* (1230 ft.), to (692 Kil.) *Åre*, with copper-mines, at the foot of the **Åreskutan** (4830 ft.), which is ascended hence by a steep path in $2^1/_2$ hrs. The view of the surrounding mountain chains and the numerous mountain lakes is very fine. Night-quarters and guides are to be found in the neighbouring villages of *Mörviken*, *Lund-Lien*, and *Viken*.

700 Kil. (434 Engl. M.) *Dufed*, the best starting-point for a visit to the Tännfors. The excursion takes about 5 hrs. in all, if a skjuts has been ordered beforehand by a telegram to the station-master. We drive in $1^1/_4$ hr. to *Tännsjön*, on the lake of the same name, cross the latter by boat with two rowers in $^1/_2$ hr., and then walk (no path) to the ($1^1/_4$ hr.) ***Tännfors**, described as 'Sweden's most beautiful waterfall'. The fall, which is divided into two arms by the 'Bears' Rock', is about 100 ft. high and 40 ft. broad.

724 Kil. *Ånn* (1750 ft.), on a lake of the same name (1725 ft.); 735 Kil. *Enafors* (1815 ft.), on the *Ena-Elf*. The country round is chiefly wooded and marshy. — 748 Kil. *Storlien* (1940 ft.; Railway Restaurant, good dinners), the last station in Sweden, is a cold and desolate spot, with almost no traces of vegetation. Carriages are changed here. The Norwegian continuation of the line to *Throndhjem* (854 Kil. or 530 Engl. M.) is described at p. 222

51. From Gefle to Sundsvall and Háparánda. The Swedish Norrland.

Steamboat from Gefle to Sundsvall (43 sea-miles) in 27 hrs. (fares $13^1/_2$, 11, 7 kr.), or from Stockholm, 80 M., in 40-48 hrs. (fares 15, 12, 8 kr.), usually twice weekly in summer. Steamer from Sundsvall to *Háparánda* (111 sea-miles) weekly in 3 days (fares $37^1/_2$ or 31 kr.); others to *Härnösand* 2-3 times weekly in 7-8 hrs. — Railway from Gefle to Sundsvall viâ *Ockelbo* and *Ånge*, see pp. 370, 371, and 373.

The vast Swedish 'Norrland' is comparatively seldom visited by travellers, the points of interest being few in number, the distances very great, and the means of communication imperfect. The principal places are briefly mentioned in this route. To the N. of Östersund the scenery will not adequately repay the traveller, unless he purposes crossing to Norway from Luleå viâ Qvickjock, or proceeding from Háparánda to Avasaxa in order to see the midnight sun. — Travellers from the south effect a slight saving of time by taking a train on the great northern Swedish railway from Storvik to Throndhjem as far as *Ånge* (p. 370), and proceeding

thence by the branch-railway to Sundsvall (see below), but most travellers will prefer to take a steamboat direct from Stockholm or from Gefle to Sundsvall. The steamboat's course is protected by a *Skärgård*, or belt of islands, nearly the whole way from Stockholm to Sundsvall, and the voyage is a pleasant one in fine weather. The first important station to the N. of Gefle is (13 M.) —

Söderhamn *(Söderhamn Hotel; Hôtet Frank)*, a seaport with 9400 inhab., prettily situated at the N. end of the *Söderfjärd*, a bay of the Gulf of Bothnia. The town, on which municipal privileges were conferred by Gustavus Adolphus in 1620, has been often burned down, and since the last fires (1860 and 1865) has been substantially rebuilt. The staple commodities are iron from the neighbouring foundries and timber from the province of Helsingland.

Local steamboats ply daily to several of the neighbouring villages, including *Ljusne* at the mouth of the *Ljusne-Elf*, to the S. Railway to *Kilafors*, see p. 370.

Hudiksvall *(Stads-Hotellet; Hôtet Helsingland)*, the next steamboat-station, 12 M. to the N. of Söderhamn, a town with 4400 inhab., is connected by a short branch-line with *Forssa*, whence a steamboat plies to several stations on the *Norra* and *Södra Dellen* lakes. In the environs are several large iron-works and saw-mills. From *Hudiksvall* a railway runs to (17 Kil.) *Näsviken* and (62 Kil.) *Ljusdal* (p. 370). — The next important steamboat-station, 18 M. to the N. of Hudiksvall, is —

Sundsvall *(Stadshuset; Hôtel Nord; Jernvägs-Hotellet)*, next to Gefle the most considerable seaport and manufacturing town in the Swedish Norrland, with 10,700 inhab., situated at the mouth of the *Selångerå*. It was founded by Gustavus Adolphus in 1624, plundered and burned down by the Russians in 1719, and afterwards rebuilt in a more substantial style. Several extensive saw-mills and iron-works in the neighbourhood, chiefly on the coast, with harbours of their own. — Several local steamers ply to the villages and manufactories in the vicinity.

From Sundsvall to Ånge, 95 Kil. (59 Engl. M.), railway in 4 hrs. (fares 5 kr., 3 kr. 35 ö.). The first station is *Vattjom*, whence a small branch-line diverges to the iron-works and saw-mills of *Matfors*, on the *Ljunga-Elf*. Then *Nedansjö*, *Kärfsta*, and *Viskan*. 57 Kil. *Torpshammar*, and railway thence to *Ånge*, on the Östersund and Throndhjem line, see pp. 371, 370.

The first important place to the N. of Sundsvall is (10 M.) —

Hernösand *(Hôtel Norrtand*, dear; *Hôtel Bäfvern; Gästgifvaregård)*, capital of the län of Vesternorrland, a seaport town with 5700 inhab., founded in 1584, and now the seat of a bishop and the 'landshöfding' or governor of the province. Handsome new church, consecrated in 1846. Engine-works, timber-yards, saw-mills, and several manufactories. The town itself, which lies on an island near the mainland, is uninteresting, but is important to travellers as the starting-point for a visit to the ***Ångerman-Elf**,

the most beautiful river in Sweden. The Ångerman-Elf, which descends from several lakes near the Norwegian frontier, is navigable as far as Sollefteå, about 65 Engl. M. from Hernösand (5 hrs.; fares 5, 3 kr.; well-appointed steamers, with restaurants on board). Railway from Sollefteå to Bräcke, see p. 371. The broad estuary of the river opens about 3 sea-miles to the N. of Hernösand, and 6 M. from its mouth lies *Nyland* (Gästgifvaregård), where the water is deep enough for large sea-going vessels.

Above Nyland the *Ångermanland*, as this district is called, is sometimes styled the 'garden of Sweden', and the banks of the river are well cultivated at places. The scenery is pleasing and picturesque all the way to **Sollefteå** *(Appelberg's Källare; Bergland's Hotel)*, at the confluence of the *Faxe-Elf* and the Ångerman-Elf, a flourishing little place, where the vegetation is unusually rich for so northern a latitude (60°). Travellers may drive hence to *Liden*, on the Norra Ångerman-Elf, 28 Engl M. above Sollefteå, another beautiful place. Instead of returning from Sollefteå to the Gulf of Bothnia, the traveller may drive to *Pilgrimstad* (p. 371) and take the train thence to Sundsvall (p. 373) or Östersund (p. 371). — The next station to the N. of Hernösand, a little beyond the *Lungö* lighthouse, is (15 M.) —

Örnsköldsvik (Hotel), a small seaport with 610 inhab. and several extensive timber-yards. About halfway between Örnsköldsvik and Umeå, at the head of the *Nordmalings-Fjord*, lies —

Nordmaling, another small seaport, of which timber is the staple commodity. We next reach, 18 M. from Örnsköldsvik, —

Umeå *(Hôtel Forsberg; Stadskällaren)*, the capital of *Vesterbottens Län*, with 3000 inhab., situated at the mouth of the *Umeå* or *Ume-Elf*. Vessels of heavy tonnage cannot ascend the estuary beyond *Holmsund*. The ordinary coasting steamers, however, proceed as far as *Djupvik*, from which passengers are conveyed to the town by a smaller steamer. The town, founded in 1622, was repeatedly plundered by the Russians, and like most of the other timber-built towns in Sweden has frequently been injured by fires. The staple commodities are timber, tar, and beer. Near the town the river is crossed by a wooden bridge, upwards of 300 yds. in length, resting on stone piers. — To the N. of Umeå the steamboat passes the lighthouses of *Holmö*, *Gadd*, and *Fjäderägg*, and next touches at (10 M.) —

Ratan, a busy little seaport, trading chiefly in timber. A little farther N. is *Djekneboda*, where the Swedes sustained a severe defeat in 1809 when attempting to drive out the Russian invaders. The next important station, 14 M. from Ratan, is —

Skellefteå *(Källare)*, a little town with 1000 inhab., founded in 1845, and possessing a large and handsome domed church, the finest in the Norrland, standing out as conspicuously, says L. v. Buch, as the temple of Palmyra. The steamer stops at *Ursvik*, at

the mouth of the *Skellefte-Elf*, from which a small steam-launch conveys passengers to the town. The scantiness of the vegetation and the stunted character of the trees testify to the inclemency of the climate (lat. 65°). — The next station, 12 M. farther N., is —

Piteå *(Gästgifvaregård)*, a town with 2600 inhab., founded in 1620, and frequently plundered by the Russians and burned down. Several iron-works, timber-yards, and saw-mills in the neighbourhood. — This was formerly the seat of the provincial government, but the authorities are now established at (15 M.) —

Luleå *(Gästgifvaregård; Lundberg)*, the capital of *Norrbotten Län*, with 3500 inhab., founded in 1621, and repeatedly sacked by Russian marauders. In 1887 one-third of the town was burned down. As usual in these northern towns, the timber-trade forms the chief resource of the inhabitants. Here is the office of the '*New Gellivara Company, Limited*', which possesses large estates in this province, and particularly the hill of *Gellivara*, about 126 Engl. M. to the N.W., 1750 ft. in height, and described as consisting of one enormous mass of iron ore. A railway is being constructed from *Luleå* to the *Ofotenfjord* (p. 325), and the section between Luleå and Gellivara is to be opened for traffic in 1889.

FROM LULEÅ TO QVICKJOCK AND TO BODØ IN NORWAY (about 600 Kil. or 370 Engl. M., a journey of 10-12 days). This is one of the grandest and most interesting routes in Northern Sweden, penetrating into the heart of Lapland and to a considerable distance beyond the Arctic Circle. As far as (5-7 days) Qvickjock the route is attended with but few difficulties or privations, and tolerable quarters are procurable at the principal stations; but thence to (3-4 days) Fuske on the Saltenfjord (p. 242) the journey is very rough and fatiguing, and one night at least must be spent in a miserable hut, affording no accommodation of any kind. Enquiry should of course be made as to the steamboats before starting from Luleå, and *Forbud* should be sent from station to station for horses, boats, and even for lodging for the night. In the height of summer the mosquitoes are an almost insufferable torment, but before the end of June and after the middle of August the plague is more bearable. The Lule affords good salmon-fishing as far as the first falls. Higher up, and in the lakes formed by the river, there is abundance of trout-fishing. The lake-trout here frequently weighs 20 lbs. and upwards, but is a somewhat coarse fish. The boatmen on the lakes receive 10-12 *ø.* each per kilomètre, according to a government itinerary which may be procured at Luleå, and a small fee *(drickepengar)*. The traveller should take with him preserved meat, biscuits, and wine or spirits, the sale of the latter being prohibited in Lapland. He should also supply himself with a bag of small notes and coins, as change can rarely be got. A gauze bag to cover the whole head and shoulders will also be found a useful protection against the mosquitoes. — The journey is usually divided as follows, but the traveller's plan of course depends on the steamboat arrangements: —

1st Day. Steamboat to *Råbacken* in 3 hrs.; walk or drive in 1½-2 hrs. to *Hedensfors* (a tolerable station), which derives its name from the rapids here. About 8 Kil. above Hedensfors we reach a higher reach of the Lule, on which another steamer, stopping at *Svartlå* for dinner, conveys us to *Edefors* (a fair station), at the foot of the cataract of that name.

2nd Day. Walk to *Öfvre Edefors* in ½ hr., and take the small steamer thence to *Storbacken* (tolerable quarters), at the confluence of the *Lilla* and *Stora Lule-Elf*, about 30 Kil. from Edefors; drive thence in 7-8 hrs. to *Jockmock* (fair inn), with its church and parsonage. Visit the magnificent fall of the Lule in the vicinity.

3rd Day. Drive to *Vaikijaurby*, a hamlet of fishermen's huts, on the *Vaiki-Jaur*, in 1 hr. (excursion hence to the Njömmelsaska Falls, see below); row to the head of the lake in 2½-3 hrs.; walk to the *Purki-Jaur* in 1 hr., and traverse this lake by boat in 1 hr. more; then walk in 1 hr. to the *Randi-Jaur*, the head of which is reached by boat in 2 hrs.; next, a walk of 10 min. to the *Parki-Jaur*, and a row of 1 hr. and a walk of 20 min. to the *Skalka-Jaur;* lastly by boat in ¼ hr. to *Björkholm* (a fair station), an island in the lake, situated about midway between Jockmock and Qvickjock.

4th Day. Ascend the Skalka-Jaur by boat to *Tjåmatis* in 3 hrs. (where the boatmen rest for an hour), and then the *Tjåmatis-Jaur* to *Njauve* (a good station) in 3 hrs. more.

5th Day. Walk in ½ hr. to the lower end of the *Saggat-Jaur;* lastly row in 5 hrs. more to —

Qvickjock (poor station; travellers are also received by the sexton *Mauberg*, who charges 2 kr. daily), a very picturesque spot about 950 ft. above the sea-level, in about 67° N. latitude, whence the midnight sun is visible fully as long as from Bodø (see table, p. 230), and longer than from the Avasaxa to the N. of Háparánda. The village consists of half-a-dozen red timber-built houses and a church, and commands a fine view of the *Kamajock* and the *Tarajock*, which fall into the Saggat-Jaur in the neighbourhood. Excellent trout-fishing in the rivers and the lake. The summit of the *Snejerak* commands an extensive view, and is a good point from which to survey the midnight sun. — Most travellers now return to Luleå by the same route, which may be accomplished more rapidly than the ascent, being down hill and with the stream. Those who prefer to cross by the foot of the *Sulitelma* to Norway must be prepared for some fatigue and privations, but will be rewarded by seeing the grandest scenery on this interesting route (comp. p. 242).

*Fall of Njommelsaska. This most imposing waterfall, with the cataract below it, is formed by the *Stora Lule* after it emerges from the *Stora Lule-Jaur*, or Great Lule Lake. It is situated about 30 Kil. to the N. of *Vaikijaurby* (see above), where a guide may be obtained (5 kr. a day during the hay-harvest, at other times less). This excursion generally occupies the greater part of 3 days. *First.* Walk or drive from Jockmock to Vaikijaur in 1 hr.; cross to the settlers' huts at Vaikijaur by boat in 20 min.; thence walk in 4-4½ hrs. to *Ligga* (poor hut with no beds, but good milk and coffee), crossing a small lake on the way. (A boy should be sent on the previous day, either from Jockmock or from Vaikijaurby, to ascertain that the boat is on the S. side of the lake. If this precaution is not taken, the traveller will have to walk round its marshy bank to the opposite side, a disagreeable digression which will add about 2 hrs. to the journey). — *Second.* From Ligga to the **Njommelsaska Falls** (950 ft.) a walk of 4-5 hrs. through a great forest, and back to Ligga, which the traveller will scarcely reach before evening, so that a second night must be spent in the comfortless hut. — *Third.* Return to the Vaikijaur. A guide and a supply of provisions for the excursion are of course necessary. — The height of the waterfall is not more than 40 ft., but the stupendous cataract, formed by the long rapids above and below it, descends about 250 ft. in all, and, with the wild and trackless forest surrounding it, presents a strikingly impressive scene. The thunder of the fall is heard at a distance of many miles.

To the N. of Luleå is *Råneå*, a village with iron-works and timber-yards, to which a small steamboat plies, and to the E. of Råneå lies *Neder-Kalix*, an extensive timber-depôt. On leaving Luleå the large steamers steer to the N.E. direct to (17 M.) —

Háparánda *(Hotel)*, the most northerly town in Sweden, with 1200 inhab., situated on the right bank of the *Torne-Elf*, 740 Engl. M. from Stockholm. The sea-going steamers stop at the roads of *Salmis*, 5 Engl. M. below Háparánda, whence travellers proceed

to the town by stolkjærre (fare 2 kr.). — The Torne-Elf forms the boundary between Sweden and the Russian grand-duchy of Finland, in which the first town is the neighbouring *Torneå*.

To the N. of Háparánda, a little to the S. of the Arctic Circle, rises the Avasaxa, a hill which commands a perfect view of the midnight sun from June 22nd to June 25th. It is at this time visited by hundreds of travellers. The tour from Háparánda to Mt. Avasaxa and back occupies 25-30 hrs., exclusive of a night's rest. We drive by 'skjuts' through a well-cultivated district on the right bank of the Torne-Elf. The scenery is sometimes picturesque. Stations: (17 Kil.) *Kúkkola*, (18 Kil.) *Kórpikylä*, (16 Kil.) *Päkila*, (12 Kil.) *Niemis*, (21 Kil.) *Ruskola*, and (3 Kil.) *Matarengi* (Inn; see p. 274), which is reached in about 11 hrs. We now hire a guide, cross the broad and rock-strewn *Torne-Elf* in a flat-bottomed boat, and ascend over smooth and moss-clad rocks to (3/4 hr.) the top of **Mt. Avasaxa** (670 ft.), which commands a beautiful view of the valley of the Torne-Elf and the hills enclosing it. This point was long the 'Ultima Thule' of aspiring travellers, who could formerly reach the Arctic circle more easily from the head of the Gulf of Bothnia than by following the Norwegian coast. The church-register at *Jukasjärvi* contains interesting entries made by many of them, which are recorded by Acerbi. The earliest of them is by *Reignard*, the French savant (1681), who concludes with the words —

'*Sistimus hic tandem, nobis ubi defuit orbis*'.

Charles XI. visited this spot in 1694, *Linnæus* in 1732, *Celsius* and *Maupertuis* in 1736, and *Louis Philippe* in 1796.

52. From Stockholm to Visby.

Steamboat 4-5 times weekly in 12-13 hrs. (fare 8 or 6 kr.). — The steamboats 'Gotland', 'Visby', 'Rurik', and 'Klintehamn' start from the Riddarholmen quay; the 'Tjelvar' starts from Skepsbron. Comp. *Sveriges Kommunikationer*, Nos. 53, 57, 60.

The **Island of Gotland** *(Gutaland)*, which is about 70 Engl. M. in length and 20-35 M. in breadth, lies between 56° 50′ and 58° N. lat. and between 18° 70′ and 19° 50′ E. long., at a distance of about 60 Engl. M. from the mainland of Sweden and about 40 M. from the island of Öland. It consists of a plateau of limestone rock of the Silurian formation (overlaid with sandstone at the S. end), rising to a height of 80-100 ft., and terminating abruptly on the sea-board, where the cliffs are here known as *landtborgar*. On this plateau are a few isolated hills, as the *Thorsburg* (225 ft.) and the *Hoburg* (120 ft.). The islands of *Stora* and *Lilla Karlsö*, which rise to the S.W. of *Klintehamn* are 190 ft. and 210 ft. high respectively. In every part of Gotland occur large boulders of granite and porphyry *(gråstenar, vräkstenar,* or *rullstenar)*, deposited here by ice when the island lay under water. There are no valleys

or brooks in the island worthy of mention, but a considerable part of its surface is covered with swamps *(myrar* or *träsk)*, from which peat is dug (jestingly called the 'gold-mines of Gotland'). The largest of these is the *Lummelunds-Träsk*. The few scanty streams which the island contains are lost in the thirsty limestone soil, or in summer dry up altogether. Here and there, however, a spring wells forth from one of the 'landtborgar' in sufficient volume to turn a mill-wheel. The limestone rocks are pierced with numerous grottoes. In parts of the island the surface of the earth is covered with loose stones *(kalk-klapper)*, but the greater part of it is fertile and well cultivated. The climate is mild, and the town of Visby boasts of flourishing mulberry and walnut trees and of ivy climbing luxuriantly over its venerable walls. The population (52,570) is chiefly occupied with agriculture and cattle-breeding. The horses (here called 'russ') and sheep of Gotland are allowed to run wild in summer. Quarrying and lime-burning may be mentioned among the other resources of the island. Gotland forms a separate province of Sweden, having a *Nationalbeväring*, or militia of its own, in which all the men between the ages of 18 and 50 are liable to serve. — Owing to their insular position, the people of Gotland have retained many primitive characteristics, and traces of their national poetry and sagas still survive. They pride themselves on speaking purer Swedish than the Stockholmers, and they generally pronounce more distinctly. Their more frequent use of diphthongs recalls to some extent the Gothic of Ulphilas. One of the chief curiosities of the island consists in its numerous churches (over 90), some of them very handsome buildings, with their large detached towers, known as *castellar*, probably ancient places of refuge and much older than the churches themselves. The roads are good, and the inns fair.

The History of Gotland is inseparable from that of Visby, its capital, the ancient 'place of sacrifice' (from *vi*, 'victim'; *viga* 'consecrate'), situated at the foot of the *Klint*, a 'landtborg' on the N.W. coast of the island. The town owed its early prosperity as the great emporium of the Baltic to its convenient position on the great commercial route established in the 12th cent. between Asia, Novgorod in Russia, and the Baltic, and at the point where this route was intersected by the stream of western European traffic. Owing, however, to interruptions by the Mongolians and to other causes, the eastern traffic was gradually diverted to southern Europe, and even began to find its way round the Cape of Good Hope. Visby was an important factory of the Hanseatic League, where all the principal nations of Europe had their representatives. The German element, however, preponderated, half of the members of the council and one of the two superior magistrates usually being Germans. On the whole, however, Visby maintained its character as the free international seaport of the Baltic, and this is con-

firmed by the fact that the principal churches of the place were erected by several of the different rival nations. — The famous maritime Code of Visby, which has no pretension to originality, being a compilation from Netherlandish and Romanic sources, is called (in low German) the '*Waterrecht, dat de Kooplüde und de Schippers gemaket hebben to Wisby*'. — The wealth of the town in its palmy days was proverbial: —

'Guld väga de Gutar på lispundvåg
Och spela med ädlaste stenar.
Svinen äta ur silfvertråg
Och hustrurna spinna på guld-tenar'.
(Old Ballad).

(The Gotlanders weigh their gold with twenty-pound weights and play with the choicest jewels. The pigs eat out of silver troughs, and the women spin with golden distaffs.)

Having become involved in the wars between Sweden and Denmark, Visby was attacked by Valdemar III. of Denmark in 1361. He landed at Eista-Socken, to the S. of the town, and outside the gates of the city defeated the inhabitants, of whom 1800 fell. He then plundered the place, carrying off his booty to Denmark, but the largest of his vessels foundered near the *Karlsöar*, where it is said still to lie, laden with rich treasures. The town never recovered from the effects of this invasion.

The annals of the following centuries are chequered with the varying fortunes of the wars between Sweden and Denmark. For a time the island was in the possession of the Teutonic Order, a period (according to Prof. Bergman, the author of 'Gotlands Geografi och Historia') still regarded by the natives as one of the happiest in their history; but it seems always to have formed a refuge for adventurers and marauders of all kinds, including the 'Vitalienbrüder', Eric XIII. of Pomerania, the deposed king of Sweden, Ivar Axelson, and particularly Severin Norby, the Danish admiral. The possession of this '*insula latronum*', as it is called by Adam of Bremen, was long contested by Swedes, Danes, and burghers of Lübeck, with varying success, but it was finally reunited to its proper mother-country by the Peace of Brömsebro in 1645. By this time, however, the prosperity of the place had dwindled to a mere shadow, and even so early as 1534 the Regent of the Netherlands writes, probably with some exaggeration, that Visby, once the most important commercial town in the Baltic, was then a mere heap of ruins.

Visby (*Stads-Hotellet*, Strand-Gatan, Pl. B, C, 3, with restaurant and café; *Smedman's Hotel*, Häst-Gatan, Pl. C, 3, and *Gästgifvaregård*, at the Södraport, Pl. C, 5, are hôtels garnis; *Restaurant*, Strand-Gatan 18; *Baths* of the *Nya Badhusbolag*, to the S. of the harbour), which now contains 6700 inhab., or less than one-third of its population in the days of its mediæval prosperity, is picturesquely situated partly at the base of and partly upon the *Klint*, a cliff 100 ft. in height, and now occupies less than half of the

area enclosed by its walls. The unused space is covered with gardens, amidst which stand the imposing and carefully preserved ruined churches, while the town is still almost entirely surrounded by its ancient wall (see below). Whether viewed from the sea or the land, the town presents a very imposing appearance. In summer it is much visited by the Stockholmers for the sake of the sea-bathing. (See *Plan*, p. 359.)

Beautiful public **Walks* between the town and the sea, affording views of both, are offered by the *Botaniska Trädgård*, the *Student-Allée*, and the *Strandväg*.

Near the tower of *Silfverhätta* (Pl. B, C, 2), or *Mynt-Tornet*, is a café. Immediately above the bath-houses are *Slotts-Parken* and *Palisaderna*, and in the town *Skolbetningen*. Another very interesting walk is through the *Norra Stadsport* to **St. Göran* and the former gallows-hill, whence the finest view of the town and particularly of the walls is obtained (see p. 381). Even more picturesque is the survey enjoyed from the *Klint*, above St. Mary's Church.

Visby is divided into four *rotar* or quarters, indicated on the Plan by varieties of shading. *St. Hans-Rota*, the oldest part of the town, contained most of the large churches; *Strand-Rota* adjoins the old harbour, which is now filled up and covered with gardens; *Norder-Rota*, the northern quarter, contains the churches of SS. Clement and Nicholas; and *Klint-Rota* forms an upper quarter of the town, lying between the lower parts and the eastern wall.

The new *Inner Harbour* (*Inre Hamnen*; Pl. A, B, 4) affords but little protection to shipping, while the *Outer Harbour (Yttre Hamnen)* is formed by breakwaters *(vågbrytare)* on the W. side, which are frequently washed away by storms.

The *Town Walls, erected at the close of the 13th cent. on the site of still earlier walls, form the most striking feature of Visby. From the *Jungfrutorn* ('maiden's tower'; Pl. C, 1) where, according to tradition, a treacherous maid of Visby who was in league with Valdemar, was built into the wall as a punishment, and the *Kames Tower* (Pl. C, D, 1) on the coast, at the N.W. end of the town, they ascend the Klint towards the E., traverse the hill in a slight curve to the S. gate at the S.E. angle of the town (Pl. C, 5), and by the old castle of *Visborg* (p. 381) descend to the harbour at the S.W. end of the town. On the land side the walls are about 2400 yds. in length, and on the side next the sea about 1970 yds. From the walls, at equal distances, and in several stories, rise a number of large *Towers (Högtornen)* 60-70 ft. in height, provided with embrasures, and resting on the ground, while between them a series of bartizans *(Hängtornen*, or *Sadeltornen)* stand on the wall itself, being supported externally by means of corbels. Between these towers, and under the roof with which the wall is covered, formerly ran passages for the use of the sentinels, resting on beams, the holes for which are still trace-

able. Of the 48 'high towers' with which the wall was once provided 38 are still in good preservation, but the bartizans have almost all disappeared. Outside the walls the old moat is still traceable, and on the N. side there are two moats parallel to each other.

Of the once famous stronghold of *Visborg* (Pl. A, 4), above the harbour, a few fragments only now remain. Three of its ancient towers were named *Smale Hindrik* ('thin Henry'), *Kik-ut* ('look-out'), and *'Sluk-upp'* ('swallow up').

Visby once possessed fifteen CHURCHES, three of which have entirely disappeared, eleven are in ruins (the custodian of the keys lives near St. Nicholas), and one only is still used for divine worship. This is the *Cathedral of St. Mary* (Pl. D, 2), situated at the base of the Klint, erected in 1190-1225, but afterwards much altered. A large tower rises at the W. end, and two slender ones at the E. end. The hill at the back of it commands the extensive **View* already mentioned.

To the W. of the cathedral are the 'sister churches' of *St. Drotten* (Pl. 12) and *St. Lars* (Pl. 17), dating from the 12th cent., and provided with huge towers which were once probably used for defensive purposes. To the S. is **St. Catharine's* (Pl. 16), the church of the Franciscans, erected about 1230, once an elegant Gothic edifice, of which twelve lofty and slender pillars and the ribs of the vaulting are still standing. — The *Helge-Andeskyrka*, or Church of the Holy Ghost (Pl. 15), built in the Romanesque style about 1250, consists of two stories, one above the other, which have one choir in common. — To the W. lies the Romanesque church of *St. Clement* (Pl. 11), with a fine S. portal.

Perhaps the most interesting of the ruined churches is that of **St. Nicholas* (Pl. 19; D, 2). In the handsome façade are two rose-windows, in the middle of each of which, says tradition, there once sparkled a brilliant carbuncle. These precious stones were carried off by Valdemar, and they are said still to illumine the depths of the ocean near the Karlsöer (p. 379). The church is partly in the Romanesque, and partly in the Gothic style, having probably been built after the middle of the 13th century. The interior is very picturesque. It is worth while to ascend to the overgrown roof, which presents a curious appearance and commands a fine view.

The churches of *St. Gertrude* (Pl. 13) and *St. Olaf* (Pl. 20; to the S. of the Botanic Garden) and that of *St. Hans* (Pl. 14; to the S. of the St. Hansplats) are now insignificant ruins. *St. Göran* (comp Plan, to the right of D, 1), to the N. of the town, is sometimes visited for the sake of the beautiful view it commands (p. 380). Near it is the *Galgebacke*, or gallows-hill, with the stones on which the gibbet was formerly erected. — Visby still contains many interesting *Dwelling-houses* in the Hanseatic style, the finest of which is the *Burmeister* house in the *Dånplats*, adorned with tasteful paintings and numerous German inscriptions.

In the *Korsbetning* (Pl. D, 5), about 5 minutes' walk beyond the S.E. gate of the town, rises a monolithic *Cross*, 9 ft. in height, with a Latin inscription, marking the burial-place of the Gotlanders who fell in the battle of 27th July, 1361 (p. 379).

Excursions. A pleasant drive or sail of 1 hr. may be taken to the promontory of **Högklint* (150 ft.), to the S. of Visby. Pedestrians follow the high-road from the S. gate of the town (Pl. C, 5), and take the first turning to the right beyond the memorial stone erected in honour of the visit of Oscar II. Carriages stop at the *Villa Fridhem*, the property of Princess Eugenie, sister of King Oscar II., with well-kept grounds, open to the public. The Högklint affords a fine view of Visby, beyond the *Buskevik*. Steps ascend on the W. side of the rock to a small pasture *(Getsvältan)* and a *Cavern*.

The island now possesses a narrow-gauge Railway, opened in 1879, which runs from Visby to (55 Kil. or 34 Engl. M.) *Hemse* in 3 hrs. (fares 3 kr. 30, 2 kr. 20 ö.). The station at Visby is on the S. side of the town (Pl. B, 5). — Stations: 13 Kil. *Bardlingbo;* 21 Kil. *Roma*, with an old Cistercian convent, partly remodelled in the last few centuries; 27 Kil. *Bjerges;* 32 Kil. *Butle;* 40 Kil. *Etelhem;* 46 Kil. *Stånga*, with an interesting old church. Then (55 Kil.) *Hemse*.

Instead of using the railway, travellers are recommended to hire a carriage and drive round the whole island. We first proceed to the N., passing the church and grotto of *Lummelund*, to *Fårösund*, the station of the French and English fleets during the war with Russia in 1855. Then along the E. coast to *Rute*; *Slite*, near which are *Kyllej* and the curious rocks called the *Stenjättar*, or Stone Giants; *Thorsburg*, with an interesting circular intrenchment, 1600 yds. in circumference; *Ronehamn*, to the E. of Hemse; and *Refsudden*, the southernmost promontory of the island. The S. part of the island is destitnte of wood, but the curious promontory of *Hoburgs Refsudde*, with its lighthouse and cavern, will repay a visit. From Refsudden we may return to Visby viâ *Klintehamn*, a village on the coast, 30 Kil. to the S. of Visby, visited by sea-bathers in summer (diligence and steamboat to Visby). From Klintehamn a visit may be paid to the picturesque *Karlsöarne*. This excursion affords a good opportnnity of studying the handsome Gothic chnrches of the island, most of them dating from the 13th century. Their large castellated towers appear to have been used in ancient times as places of refuge and are therefore probably older than the churches themselves (comp. p. 378). The best guide-book for this journey is *Gotland's Konsthistoria* by *Brunius*.

From Visby the traveller may either return to Stockholm by one of the four steamboats above mentioned, or proceed to *Borgholm* and *Kalmar* (see p. 391), to which a steamer runs from Visby thrice weekly (to Borgholm 9-10 hrs.; to Kalmar 2 hrs. more).

53. From Stockholm to Malmö by Nässjö.

618 Kil. (383 Engl. M.). Express Train (between June 1st and Sept. 30th only) in 13²/₃-14½ hrs. and fast train in 16-17 hrs. (fares 52 kr. 55, 37 kr. 10, 23 kr. 40 ö.); ordinary trains in 38 hrs. (fares 43 kr. 30, 32 kr. 45, 21 kr. 65 ö.; a berth in the sleeping car costs 10 kr. more than a 1st class ticket). Travellers who wish to break the journey may spend the night at *Linköping*, *Nässjö*, or *Norrköping*. A pleasanter way of varying the journey is to take the train to *Norsholm*, proceed thence by steamer on the *Göta Canal* and *Lake Vettern* (Tues., Thurs., and Sat.) to *Jönköping*,

pass the night there, and go on by rail to Malmö next day (comp. p. 305). — In each railway-compartment a notice is posted up, giving information of the stations at which the train stops to enable the traveller to dine and sup.

From Nässjö to *Malmö* (268 Kil. or 166 Engl. M.), express in 5¾-7 hrs. (see above); other trains in 10 hrs. (fares 18 kr. 80, 14 kr. 10, 9 kr. 40 ö.; express 22 kr. 80, 16 kr. 10 ö.). Return-tickets are issued only for distances beyond 75 Kil., and are not available for the express trains. The holders of circular tickets may, however, travel by the express.

From Stockholm to (350 Kil.) *Nässjö*, see R. 41.

Beyond Nässjö the train traverses the district of *Småland* (so called from the 'small patches of arable land' with which it is sprinkled), which extends from Lake Vettern to Skåne, 140 Engl. M. to the S. This region consists of moor, swamp, wild forest, lakes, and rocky islands, all intermingled in chaotic confusion and interminable succession. These features are peculiarly characteristic of Swedish scenery, occurring with few interruptions all the way from Malmö to Hápparánda. They most probably owe their origin to the action of the ice and snow with which the whole peninsula was once covered. The stones and rocks bear indications of having been worn and rounded by glacier-action, while the mounds of debris, the isolated patches of alluvial soil, the barren rocks, and the dreary moors are traceable to the agency of snow and torrents, resembling in many places the moraines of Switzerland. The forest (*skog*, from *skugga*, 'shadow', as contrasted with *lund*, which signifies a pleasant 'grove'), which clothes the greater part of this territory, and the countless gloomy lakes, with which this district in particular is not inaptly said to be 'riddled', hardly contribute to enliven the scene. The railway-engineers encountered great difficulties here, and the traveller will observe that lofty embankments, cuttings, and bridges are very numerous. A few churches, with their detached belfries *(klockstapel)*, are seen at intervals, and the monotony of the landscape is farther relieved by groups of red, timber-built cottages, roofed with green turf, and patches of pasture. Manufactories, too, are occasionally passed, and wherever water-power is available it is utilised by mills.

The next stations are *Grimstorp*, *Sandsjö*, *Säfsjö* (branch hence to Hvetlanda), *Stockaryd*, and *Lamhult*, to the right of which, 400 ft. above the railway, rises the *Grönskulle*. 424 Kil. *Moheda*.

436 Kil. (269 Engl. M.) **Alfvesta** (*Viman's Hotel; *Rail. Restaurant*, with a few beds), prettily situated on *Lake Salen* (470 ft.), is the junction of a branch-line to *Vexiö*, *Karlskrona*, and *Kalmar* (see R. 54). Near Alfvesta is the ancient church of *Aringsås*, with a belfry and interesting Runic stones.

450 Kil. (279 M.) **Vislanda,** the scene of the old *Blenda Saga*, lies on the *Bråvalla Heath*.

From Vislanda to Bolmen, 51 Kil. (31½ Engl. M.), railway in 2½-3 hrs. (fares 3 kr. 60, 2 kr. 30 ö.). The intermediate stations are *Målaskog*, *Ryssby*, *Tutaryd*, *Ljungby*, and *Angelstad*. *Bolmen* lies on the lake (465 ft.) of that name, a sheet of water 10 Engl. M. long and 6 M. broad, from which

the river Lagaå (p. 289) issnes. The long island of *Bolmsjö*, once the seat of the heathen kings of Finveden, as W.Småland is called, contains several interesting tombstones.

From Vislanda to Karlshamn, 78 Kil. (48½ Engl. M.), railway in 3¾-4½ hrs. (fares 5 kr. 50, 3 kr. 55 ö.). The train traverses a hilly and wooded tract, and soon reaches *Lake Åsnen* (450 ft.), a large sheet of water, the bays of which it repeatedly crosses. Beyond *Ulfö* it crosses to an island in the lake and then recrosses to the mainland, where the country becomes more level. Beyond *Ryd* we enter the valley of the *Mörrumså*. The scenery improves as the sea is approached, and is very pleasing at *Asarum*, the station before Karlshamn.

78 Kil. (48½ M.) **Karlshamn** (*Stadshuset*, in the Kungs-Gata; *Gibraltar*, on the quay), at the mouth of the *Mieå* in the pretty district of *Blekinge*, with 6800 inhab., erected into a town and re-named in 1668. The *Klockstapel*, or belfry, a stone tower adjoining the church, was erected at the end of the 18th cent., and is sometimes called *Karlshamns Fafänga* ('Karlshamn's vanity'), as on completion it was found unequal to bearing the weight of the bells. — A very pleasant excursion may be taken to the *Asarumsdal* and the *Offerkälla* ('sacrificial spring'), and to *Strömma* and *Rosenborg*, whence we may return by *Tubbaryd*. — Abont 7-8 Kil. to the N. E. of the town is an artificial hill composed of huge stones, called the *Valhall*, probably an *Ättestupa*, or place from which old and infirm persons used to throw themselves in ancient times in order to avoid the supposed ignominy of dying in their beds.

To the right lies the long *Möckeln-Sjö* (445 ft.). To the left, between (468 Kil.) *Liatorp* and (484 Kil.) *Elmhult*, the last station in Småland, lies *Råshult*, the birthplace of Linnæus (13th May, 1707), whose father was the pastor here at that time, but soon afterwards removed to the neighbouring parish of Stenbrohult. An obelisk was erected here in 1866 to the great naturalist's memory.

493 Kil. (306 M.) *Killeberg* is the first station in Skåne, and the train now gradually descends into a more smiling region. Beyond *Ousby*, *Hästveda*, and *Balingslöf*, we reach —

535 Kil. (332 M.) **Hessleholm** *(Jernvägs-Hotellet; Railway Restaurant)*, an increasing place, at the junction of several railways. To the W. lies Lake Finja (150 ft.).

From *Hessleholm* to *Helsingborg*, see p. 388.

From Hessleholm to Christianstad, 30 Kil. (18½ Engl. M.), railway in 1¼ hr. (fares 2 kr. 10, 1 kr. 5 ö.). This railway traverses a well cultivated district and passes a number of unimportant stations. Beyond *Karpalund*, where a branch-line diverges to (35 Kil.) *Degeberga* and the seaport of *Åhus*, it crosses the *Helgeå* and reaches —

30 Kil. **Christianstad** (*Stadshuset; Frimurarelogen; Jernvägs-Hotellet*), the capital of Norra Skåne, founded in 1614, with 9700 inhab., and the seat of the governor and the district courts, which are established in the *Kronhus*. The town is pleasantly situated on a peninsula in the *Sjövik*, a lake formed by the *Helgeå*. The principal edifice is the *Church*, erected in 1617. At the mouth of the Helgeå, on the island of *Allö*, 14 Kil. to the S.E., lies *Åhus*, the seaport of Christianstad.

The Railway from Christianstad to Sölvesborg (31 Kil. in 1½ hr.; fares 2 kr. 30, 1 kr. 45 ö.) is a narrow-gauge line (3½ ft.), traversing a somewhat uninteresting district. About 3½ Engl. M. to the N. of *Fjelkinge* lies the *Oppmannasjö*, with the pleasant estate of *Karlsholm* on its W. bank. 13 Kil. *Beckaskog*, the next station, derives its name from the old château of *Beckaskog*, beautifully situated 2 Engl. M. to the N., on a narrow tongue of land between the Oppmannasjö and the *Ifösjö*. It was originally a Bernardine monastery and now belongs to the crown. Charles XV. frequently visited this spot, and has composed verses in its praise. On the *Ifö*, an island in the lake, are the *Ugnsmunnar* ('oven-

holes'), curious orifices in the belemnite limestone. On the E. side of the island is the *Hofgård*, a farm-house built over a kind of crypt (now used as a cellar), in which Bishop Lunneson, an incurable leper, is said to have spent several years. The island once belonged to Marshal Toll ('Excellensen Toll'), who when governor-general resided here in 1782-1817. — To the S. of the Beckaskog station are the large estate and mansion of *Trolle-Ljungby*, which has successively belonged to several noble families of historical note. — The train stops at two unimportant stations, beyond which the scenery improves, and lastly (31 Kil. from Christianstad) at —

61 Kil. or 38 M. (from Hessleholm) *Sölvesborg*, a small town, with several large distilleries and the ruins of an old castle.

Near (550 Kil.) *Sösdala* is the church of *Mällby*, where the composer Otto Lindblad was once sacristan. Then *Tjörnarp* and (564 Kil.) *Hör*, whence there is a branch-line to (13 Kil.) *Hörby*. To the N. of Hör rises the basaltic hill of *Annekléf*. The country now begins to be enlivened with pleasant groves of beeches. From Hör a drive may be taken to the *Bosjökloster* on the *Ringsjö* (see below), whence the traveller may return to the railway at Stehag. Beyond Hör we obtain a pleasing view of the Ringsjö to the left, a visit to which may be paid from (574 Kil.) *Stehag*.

From Stehag a pleasant drive may be taken to the N.W. to (16 Kil.) RÖSTÅNGA, near which is the small but picturesque, crater-like *Odensjö*. Farther N., at the foot of the *Söderås*, lies *Allarp*, to the W. of which, near *Rärröd*, is the wooded ravine of *Skäralid*, 5 Kil. in length.

Another interesting excursion may be taken from Stehag to the woodgirt RINGSJÖ to the S.E., by driving to (10 Kil.) *Vrangelsborg*, where the lake should be crossed to the *Bosjökloster*, once a monastery and a famous resort of pilgrims. An oak here, 40 ft. in circumference, is said to be the oldest tree in Sweden. The peninsula on which the mansion of Bosjökloster stands is visible from the train between Hör and Stehag. At the E. end of the lake are the estates of *Fulltofta* and *Ousbyholm*. From Bosjökloster to Hör about 13 Kil. by the road (see above).

584 Kil. (362 Engl. M.) **Eslöf** *(Jernvägs-Hotellet; Nilsson's)*, a town with 1400 inhab., is the junction of several branch-lines. Pleasing scenery with numerous parks and country-seats.

From Eslöf to Ystad, see p. 396.

FROM ESLÖF TO HELSINGBORG, 77 Kil. (48 Engl. M.), railway in 2-2½ hrs. (fares 3 kr. 45, 1 kr. 75 ö.). — 5 Kil. *Trollenäs*. The train traverses a tame arable district, with several unimportant stations. 10 Kil. *Marieholm*; 15 Kil. *Teckomatorp*. 21 Kil. **Billeberga** is the junction for the railway to *Landskrona* (see below). — Beyond *Tågarp*, in a productive coal-district, the line passes below the railway from Landskrona to Engelholm. Stations *Vallåkra*, *Rans*, *Ramlösa*. — 77 Kil. *Helsingborg*, see p. 388.

FROM ESLÖF TO LANDSKRONA, 32 Kil. (20 Engl. M.), railway in 1¼-2 hrs. (fares 2 kr. 25, 1 kr. 15 ö.). — From Eslöf to (21 Kil.) *Billeberga*, see above. 24 Kil. *Asmundtorp*. — 32 Kil. (20 M.) **Landskrona** *(*Stads-Hotellet; Drufvan;* English vice-consul, *Mr. Ferd. E. Neess)*, a town with 11,500 inhab., possessing an excellent harbour 22-36 ft. deep, was founded by Eric XIII. in 1413. The *Castle*, which was completed in 1543, is now used as a prison and a storehouse. To the N. of the town is *Hvitan*, a favourite resort. — Steamboat to Copenhagen once or twice daily.

FROM LANDSKRONA TO ENGELHOLM, 48 Kil. (30 Engl. M.), railway in 2¼ hrs. (fares 3 kr. 20 ö., 2 kr.). The intermediate stations are unimportant. Beyond (9 Kil.) *Vadensjö* the line crosses the Helsingborg and Billeberga railway by a bridge (see above). Near (26 Kil.) *Billesholm* are extensive coal-mines. 35 Kil. *Åstorp* is the junction of the Hessleholm-Helsingborg line (see p. 388) and for *Höganäs* (p. 289). — 48 Kil. (30 M.) *Engelholm* (see p. 289).

From Landskrona a visit may be paid to the Swedish island of *Hven*, about 5 Engl. M. distant, with the church of *St. Ibs* (a corruption of Jacobus), where the famous Danish astronomer *Tycho Brahe* once possessed a château called *Uranienborg* and his subterranean observatory of *Stelleborg*. Of these, however, there is now no trace. — Sailing-boat 4-5 kr.

At (593 Kil.) *Örtofta* the train crosses the *Lödde*. To the right is the *Sliparebacken* ('Hill of St. Liberius'), where the Danish kings used to receive the homage of the province of Skåne. Charles XI. defeated the Danes here in 1676.

601 Kil. (372 M.) **Lund** (**Stadshuset*, Stor-Torg; *Skandinavie; Jernvägs-Hotellet; Lindstett*, bookseller, Stor-Torg), a town with 15,000 inhab., and a place of very ancient origin, which according to popular tradition was already a flourishing place at the beginning of the Christian era. In the early annals of Sweden it is said to have been a wealthy and fortified town in the 10th cent., and in 1048 the first bishop was appointed. In 1104 the bishopric was erected into an archiepiscopal see, and the archbishop became the primate of the whole of Scandinavia. Shortly afterwards Lund was even styled the 'capital of Denmark', and was frequently the residence of the kings. After many vicissitudes the prosperity of the place gradually declined, and the last archbishop was banished and popery abolished by Christian III. in 1536. In its palmy days Lund is said to have had a population of 200,000 souls and to have contained 21 churches, besides several monasteries, but after the expulsion of the archbishop the town lost all its importance, and for upwards of a century was a mere village. Its modern prosperity dates from the foundation of the university by Charles XI. in 1668, but to this day it presents a somewhat dull and rustic appearance, especially during the university vacations. (*Plan*, see p. 393.)

The *Lundagård*, with the neighbouring *Lilla Torg* and *Tegnérs-Plats*, are the chief centres of attraction. The beautiful trees here form a pleasant feature of the place.

In the centre of the town rises the *Cathedral (Pl. B, 3), dedicated to St. Lawrence, which on the whole is perhaps the finest church in Scandinavia. It was consecrated by *Archbishop Eskil* (p. 354) in 1145. It is a pure Romanesque edifice, with two towers and a semicircular apse, resembling the famous Rhenish churches of Laach, Andernach, Coblenz, and Boppard. The whole building has been judiciously restored. The exterior, especially of the choir, is elaborately adorned in a manner that recalls the Middle Rhenish style of about 1150, and is probably to be referred to the period after the conflagration of 1172. A round-arched colonnade runs round the first story; above that on the line of the windows are blind arcades, and above that again a low open colonnade.

The **Interior**, although only 210 ft. in length (108 ft. wide, 70 ft. high), presents a handsome appearance owing to the breadth of the W. end, and to the fact that the pavement rises in the middle 1½ ft. above its level at the sides of the church (as in the Pantheon at Rome). Nine pillars on each side separate the nave from the aisles. Seventeen steps ascend from

the nave to the massive transept, two more to the choir, and lastly three to the high-altar. The visitor should observe the handsome *Pulpit*, the venerable seven-branched **Candelabrum*, the carved Gothic *Choir-Stalls*, and the new *Frescoes* on a gold background, by *Thulin*.

Under the transept and choir lies the spacious and imposing **Crypt (*Kraftskyrkan*), 121 ft. long, 33 ft. wide, and 13 ft. high, one of the largest in the world. The vaulting is borne by 24 pillars, and there are ten small windows in the sides. In the N. arm of the crypt is a large *Well*, embellished with satirical figures and inscriptions by *Van Duren*, a Dutch master, who lived in Lund between 1513 and 1527. Archbishop Birger (d. 1519) is buried here. On one of the pillars are the figures of the giant Finn and his wife, the traditional builders of the church. They were hired by St. Lawrence to construct the building, and they stipulated either for the sun and the moon, or for the saint's own eyes as their reward, unless the holy man should succeed in guessing the giant's name. Luckily the saint overheard the giantess pronounce her husband's name while she was lulling her child to sleep, and thus saved his eyes. The enraged giant and his wife thereupon attempted to pull the church down again, but the saint converted them into stone, and their figures still testify to the truth of the story. — The *Klockare*, who shows the church, lives in the Adel-Gatan, at some distance from the church.

The *Old University Buildings* (Pl. B, 2; *Curia Lundensis*), in the Lundagård, the seat of the university founded by Charles XI. in 1668, contain the valuable *Library* (Pl. 2) and the *Historical Museum* (Pl. 3), comprising the archæological collections of Prof. Nilsson. The *New University Buildings* (Pl. 1) to the N.W., in the Greek Renaissance style, were erected in 1878-82 after plans by Helgo Zettervall. The university is now attended by about 800 students. The *Tower* commands a fine view. With the university is also connected the *Zoological Museum* (Pl. B, 2, 3), where almost all the Scandinavian vertebrate animals are represented, and the *Botanic Garden* (Pl. C, 2, 3), to the N. of the Lilla Torg, adjoined by the *Paradislycka* with the *District Hospital (Länslasarett)*.

Adjacent to the cathedral is the *Tegnérs-Plats*, embellished with a *Statue of Esaias Tegnér* by Qvarnström. Here also is situated the building of the *Akademiska Förening* (Pl. 4; B, 2), of which all the students are members, containing a reading-room called the '*Athenæum*', a ball-room, and a restaurant. The last is open to strangers. — *Tegnér's House*, at the corner of the Gråbröder-Gata and Kloster-Gata (Pl. B, 2, 3), is indicated by a slab of stone with the inscription, '*Här bodde Esaias Tegnér* 1813-26'. It was here that the poet composed his Frithjof, Gerda, and other poems. His study is preserved in the same condition as during his lifetime, and various memorials of him are shown. On Oct. 4th, the day on which the poet matriculated at the University, the students assemble round his statue, and celebrate the day with processions, songs, and speeches.

The traveller may walk through the promenades on the S. side of the town, and ascend to the chapel in the *Cemetery* (Pl. C, 2, 3) on the E. side. This point commands a good survey of the fertile province of Skåne, with the *Romeleklint* in the background. To the S.E. of the town is the *Råby Räddnings Institut* (Pl. C, 4), a

charitable establishment founded by Gyllenkrook. Farther to the N. rises the *Helgonabacke* ('saints' hill'; Pl. C, 1), whence we obtain a view, to the W. (finest at sunset), of the Sound, Malmö, and the towers of Copenhagen.

Excursions. To *Dalby*, 11 Kil. to the S.E., with a handsome old church, containing a crypt with a well. To the *Romeleklint* (near *Björnstorp*), 8 Kil. farther, commanding an uninterrupted view of the whole province of Skåne.

From Lund to Trelleborg, 43 Kil. (27 Engl M.), railway in 2-2¼ hrs. (fares 2 kr. 60, 1 kr. 70 ö.). The district traversed is fertile but uninteresting to the tourist. Unimportant stations. At *Svedala* the line intersects the Malmö and Ystad railway (p. 395). **Trelleborg** *(Schweitz's Hotel)* is a small seaport and manufacturing town with 2300 inhabitants. A railway to Malmö is being constructed (p. 395).

The train now traverses a very fertile district to the S. of Lund. The large new buildings seen as we leave Lund are hospitals. Near (611 Kil.) *Åkarp* is the *Agricultural Academy* of *Alnarp*. The train crosses the navigable *Höjeå*, passes *Arlöf*, and crosses the *Segeå*, beyond which it skirts the Sound for a short distance.

618 Kil. (383 M.) **Malmö**, see p. 393.

From Hessleholm to Helsingborg.

77 Kil. (48 Engl. M.). Railway in 2½-3 hrs. (fares 6 kr. 20, 4 kr. 65, 3 kr. 10 ö.; by the slower trains 5 kr. 40, 4 kr. 5, 2 kr. 70 ö.).

Like most of the other branches of the great Swedish trunk-line, this railway traverses a wooded district the greater part of the way to Helsingborg. Near (42 Kil.) *Klippan* is a large paper-manufactory. A little to the N.W. are the large estates of *Bjersgård* and *Tomarp*, and to the S.E. is the ancient and picturesque *Herrevadskloster*, formerly a Cistercian monastery, now crown-property, and used as barracks. At (47 Kil.) *Qvidinge* the crown-prince Charles Augustus died suddenly on 28th May, 1810, to the great disappointment and dismay of the whole nation as well as of his father. A monument has been erected to his memory near the station. The train now traverses extensive coal-measures, recently discovered. From (54 Kil.) *Åstorp* a branch-line diverges to the S. to *Landskrona* (p. 385), and another to the N. to *Engelholm* (p. 289). From *Bjuf* a short branch-line diverges to the S.W. to *Billesholm*, the centre of a coal-mining region. 72 Kil. *Ramlösabrunn*, with mineral springs and baths. From (74 Kil.) *Ramlösa* a line runs to the E. to Eslöf on the main line (see p. 385).

77 Kil. (48 M.) **Helsingborg** *(*Hôtel d'Angleterre*, in the Torg; **Mollberg*, also in the Torg, with a good restaurant, R. from 1½ kr.; *Continental*, *Munthe*, near the harbour, with restaurants and cafés; English vice-consul, *Mr. Carl Westrup)*, a thriving town with 16,000 inhab., is beautifully situated on the *Öresund* or *Sound*, which is here only about 2½ Engl. M. wide. (Steamboat to Helsingör several times daily in 20 min.; others to Copenhagen, etc.) It is one of the oldest towns in Skåne, having formerly stood near the Kärnan tower, whence it was removed after a great fire to its

present site in 1425. After many vicissitudes, the town came into the possession of Sweden by the peace of 1658, but was again occupied by the Danes in 1676 and 1677. In 1710 the Danes were finally defeated in the neighbourhood by Måns Stenbock and his *'gedepoger'* ('he-goats', so called from the furs worn by the Swedish peasants), a victory commemorated by a monument near the windmill of *Ringstorp*. A monument on the quay commemorates the landing of *Bernadotte* (Charles XIV. John) on 20th Oct., 1810. The harbour is good for moderate-sized vessels, and there are several handsome modern buildings, but almost all traces of antiquity have disappeared. The *Railway Station*, which is surrounded with pleasure-grounds, lies at the S. end of the town, near the harbour.

The finest point near Helsingborg, and 125 ft. above it, is the tower of **Kärnan* (perhaps signifying 'churn', from its shape; or 'kernel', having formed the keep of a larger stronghold, of which it is now the only relic). It rises in five stories to a height of 101 ft., and each side is 51 ft. broad, with walls 15 ft. thick. The *View hence is the finest on the Sound, particularly towards sunset. A hundred or more vessels may be counted at one time. Opposite the spectator lies *Helsingör*, with the Kronborg (immortalised by Shakspeare under the English form of Elsinore), and *Marielyst*; to the S. is the island of *Hven* (see p. 386), and to the N. rises the granite promontory of *Kullen*. The key of the tower (adm. 10 ö., a party 50 ö.) is kept by the 'Väktmästare', Långvinkels-Gatan 46 (the long street ascending the hill to the N. of the tower, reached by turning to the left at the head of the Torg and then taking the second side-street to the right).

A pleasant walk may be taken to the mineral spring of *Helsan* to the N.E. of the town, and to the *Sea-baths* (with Russian and Turkish baths) to the N. A little to the right is the long viaduct of the Gothenburg railway (p. 294). — Among the pretty villas and estates in the environs are *Hamilton House*, containing valuable collections, and *Sofiero* ('Sophia's rest'), the property of Queen Sophia, to the N.

From Helsingborg to *Gothenburg*, see R. 36; to *Landskrona* and *Eslöf*, see p. 385.

54. From Alfvesta to Karlskrona and Kalmar.

From Alfvesta to *Vexiö*, 18 Kil. (11 Engl. M.), in 3/4 hr. (fares 1 kr. 30 ö., 65 ö.); from Vexiö to *Karlskrona*, 114 Kil. (71 M.), in 4 1/2-5 1/2 hrs. (8 kr. 55. 4 kr. 30 ö). — From Alfvesta to *Emmaboda*, 57 Kil. (35 M.), in 2 1/2 hrs.; from Emmaboda to *Kalmar*, 57 Kil. (35 M.), in 2 3/4 hrs. (4 kr. 30, 2 kr. 15 ö.).

Alfvesta, see p. 383. This branch-railway traverses a wooded district at first, enlivened here and there with the cottage of a settler *(backstugusittare)*, with its little patch of pasture *(tofta, gräsgång)*, enclosed by the peculiar fences *(gärdesgård;* with pieces of wood placed obliquely between the upright stakes) common in Norway and Sweden and sometimes seen among the Alps. These

independent settlers are distinct from the *torpare* (from *torpa*, 'cottage'), a cottager or hired labourer on an estate. — At (8 Kil.) *Gemla* are several manufactories. 13 Kil. *Räppe*, on the *Helgasjö*, at the point whence it drains into the *Bergqvarasjö*. To the S. of the station, close to the latter lake, is the estate of *Bergqvara*, with a picturesque ruined castle, which may also be visited from Vexiö. A small steamer starting from Räppe plies on the Helgasjö and the *Räppe Canal*, which connects that lake with the *Toftasjö*. In the vicinity is the mineral spring of *Evedal*.

18 Kil. (11 M.) **Vexiö** *(Nya Hotellet; Gästgifvaregården)*, the capital of the *Kronobergs-Län*, with 6200 inhab., has been rebuilt on a wide and handsome plan since the fires of 1830 and 1840. The principal edifice is the handsome *Cathedral*, dating from the year 1300, restored by Brunius. It contains the tomb of *St. Siegfrid* (d. about 1030), the first promulgator of Christianity in this region. The old gymnasium contains the *Smålands Museum*, a collection composed of antiquities, a library, and a cabinet of coins. It is adorned with a bust of Linnæus, who went from Vexiö to the university of Lund. Visitors apply to the vaktmästare.

On a hill to the E. of the town, and connected with it by an avenue, lies the episcopal residence of *Östrabo*, once occupied by Tegnér the poet, who died here on 2nd Nov., 1846. He is buried in the cemetery to the W. of the town, by the S. wall, where his wife reposes by his side.

Pleasant excursion from Vexiö to (5 Kil.) *Evedal* and the (8 Kil.) royal château of **Kronoberg** on the *Helgasjö* (535 ft.), now occupied by the governor of the district. The ruins of the once strong castle of *Kronoberg* (which has given the name to the surrounding Kronobergs-Län), lies, overgrown with beeches, on an island in the Helgasjö. — About 15 Kil. to the S. of Vexiö is the *Inglinge Hög*, an ancient tumulus commanding an extensive view, and once a place of assize. At the top is a stone 7 ft. high, adjoining which is a smaller round stone *(stenklot)* with a neatly executed pattern, supposed to have once been used in connection with ancient sacrificial rites.

Leaving Vexiö, the train traverses an interminable forest, frequently relieved with lakes, and occasionally enlivened with glass-works. — 57 Kil. **Emmaboda** is the junction of the Karlskrona and Kalmar lines.

The Karlskrona Line follows the valley of the *Lyckebyå* to the S. of Emmaboda, and then that of the *Bubbetorpså*. At *Lyckeby*, a prettily situated place, the train quits the mainland and crosses several bridges and islands to —

114 Kil. (71 M.) **Karlskrona** *(Storkällaren; Frimurarehuskällaren;* English vice-consul, *Mr. A. Palander)*, the headquarters of the Swedish navy, a considerable town, with 19,500 inhab., situated on the *Trossö* and other islands. It is a comparatively modern place, having been founded in 1680. Its only lion is the *Dockyard (Örlogsvarfvet)*, to which, however, admission is rarely granted without permission from the minister of war.

From Emmaboda the KALMAR LINE runs to the W., passing (59 Kil.) *Lindås* and (73 Kil.) *Örsjö*. From (87 Kil.) *Nybro* a branch-line diverges to the iron-works *(Jernbruk)* of *Säfsjöström*. 99 Kil. (61½ M.) *Trekanten*. The train now emerges from the pine-forest and reaches a more smiling coast landscape, where birches, oaks, and beeches make their appearance. In the distance the island of *Öland* is visible (see p. 392). 106 Kil. *Smedby*.

114 Kil. (71 M.) **Kalmar** *(Witt's Hotel; Central-Hotellet; Hôtel Le Grand*; English vice-consul, *Mr. C. O. Söderbergh)*, a very ancient town with 12,000 inhab., situated partly on the mainland and partly on two islands in the *Kalmarsund*, and famous in early Swedish history as the scene of the conclusion of the *Kalmar Union* (p. lviii), by which an attempt was made for the first time to unite the three Scandinavian kingdoms.

The chief object of interest is the fine old *Castle, known as the *Kalmarnahus*, a large quadrangular edifice, with towers, ramparts, and moats, on a small island connected by a causeway with the mainland. It existed as early as the year 1200, was rebuilt in 1337, enlarged after 1536, and restored and embellished by John III. at the end of the 16th century. This venerable building has undergone many vicissitudes. After having withstood eleven sieges and been the frequent residence of kings and princes, it was converted by Gustavus III. into a distillery, and a windmill was even erected upon the highest tower. The *Unions-Sal*, the largest room in the castle (where, however, the famous treaty was not signed), was used by Gustavus IV. as a granary. It has, however, been restored. Among the other rooms is *Gamla Kongsgemaket* ('old kings' apartment'), which was once occupied by the ill-starred Eric XIV. The inlaid panelling in the deep-set windows of this apartment has lately been restored and is very fine. In the park is an iron monument commemorating Gustavus Vasa's return from Lübeck in May, 1520, when he first set foot again on Swedish soil at *Stensö*, 3 Kil. to the S.W. of Kalmar. A Latin inscription here is by Louis XVIII., who visited Sweden in 1804 during his exile.

The **Cathedral*, designed by Tessin, was built in stone from the quarries of Öland in 1660-99. It stands on the island of *Qvarnholmen*, in the middle of the town. To the S. lies the *Railway Station*.

To the N. of the town is (3 Kil.) *Skälby*, with a fine park. About 20 Kil. to the S. are the curious round churches of *Hagby* and *Voxtorp* (resembling that of Solna near Stockholm, p. 346), and still farther the famous *Brömsebro*, or bridge over the *Brömsebäck*, which once formed the boundary between Swedish and Danish territory. On a small island in the stream are the *Brömsestenar*, which are said once to have marked the frontier. By the Peace of Brömsebro in 1645 Sweden recovered her independence and the

natural coast-frontier formed by the Baltic, the Sound, and the Kattegat.

From Kalmar we may cross to the **Island of Öland**, which, though rarely visited by tourists, presents some features of geological interest. It is 150 Kil. (90 Engl. M.) long and 3-15 Kil. (2-9 M.) in breadth. Owing to its considerable size (about 533 Engl. sq. M.), it is dignified, like Gotland, with the termination 'Land'. The old name was Wulfstans Eyaland. It contains 38,000 inhab., whose pursuits are chiefly agricultural, and it once boasted of a famous breed of horses, now nearly extinct. The dwelling-houses *(manbygnader)* are usually constructed of wood, and the farm-buildings *(uthus)* of stone. The roofs are adorned with snakes' and horses' heads carved in wood. The fields are separated by massive stone walls. Among the other resources of the island are large quarries of limestone and a quarry of alum-slate near *Möckleby*.

Öland does not present the usual Swedish geological features of granite and gneiss, covered with lakes and forests, but like Gotland consists mainly of a limestone plateau of the Silurian formation, and is wooded in a few places only. The plateau, originally formed under the sea, rises abruptly from the water in the southern half of the island, but slopes gently down to the sandy E. coast. Between the cliffs *(landtborgar)* and the sea extends a plain covered for the most part by arable land and woods. In the centre of the island rises a bleak and arid tract of reddish limestone soil, called the *Alvar*, scored here and there with deep furrows, and somewhat resembling the deserts of Africa. The scanty vegetation here consists of a hard kind of grass *(festuca)*, on which the sheep graze, while the rich plains, with their groves of oaks, limes, and birches, are enlivened with the song of the nightingale *(kledra)*. The villages with their interesting churches (among which that of *Alböke* in the *Norra Motet* deserves mention) are generally situated either in the plain or between it and the 'landtborgar', while the latter are crowned with windmills, twenty of which may sometimes be counted in a row. In the northern half of the island there are no 'landtborgar', but the coast is covered with sandy downs, particularly at *Grankulla* in the parish of *Böda*. A large round stone at *Folkslunda*, called the *Runstenskyrka*, marks the centre of the island. Geologists should notice the numerous rock-formations resembling ships, with prow, stern, masts, and benches for rowers. The finest of these *Skeppsformar* is 'Noah's Ark' at *Högsrum*, near *Stora Rör* (Inn). Other curious formations, resembling ruined castles, are called *Borgruiner*, the finest of which are the *Ismanstorp* and the *Vipetorp*, also near Stora Rör. Countless tumuli form another object of interest.

The capital of the island is **Borgholm** *(Victoria; Stads-Hotellet)*, a small town and watering-place with 900 inhab., whence steamers ply daily to Kalmar. It owes its sole interest to its imposing ruined *Castle*, mentioned in history for the first time in 1280, after which it underwent repeated sieges. About 20 Engl. M. to the S. of Borgholm lies *Färjestaden* (Inn), directly opposite Kalmar, to which a ferry plies frequently. The width of the strait here is about 4 Engl. M. — Near *Möckleby*, at the S. end of the island, considerable quantities of alum are found.

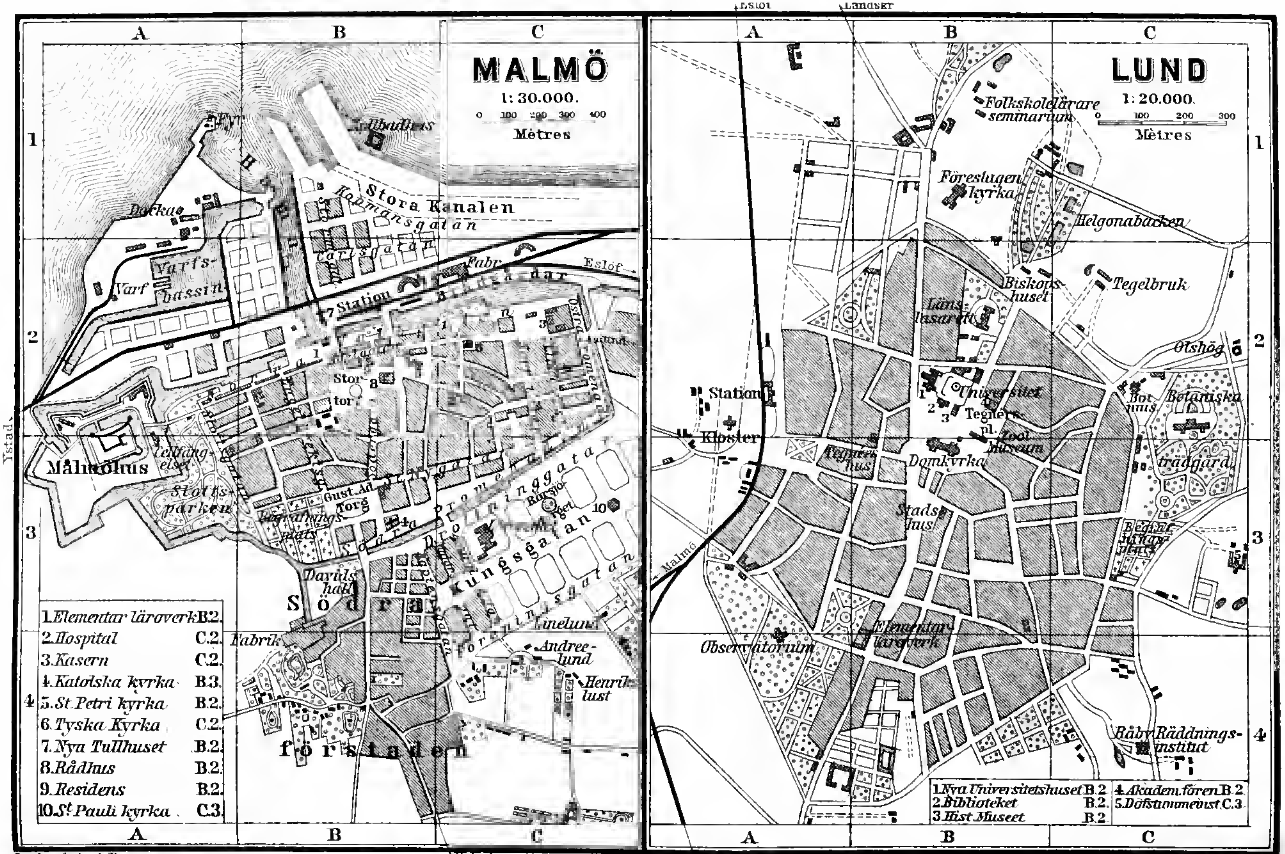
The classical authority regarding Öland is *Linné's* 'Öländska och Gothländska Resa' (1741; Stockholm, 1745). *Marryat's* 'One Year in Sweden' (London, 1862) is also an interesting work.

From Oskarshamn to Nässjö.

Travellers who do not wish to return from Kalmar to Vexiö and Alfvesta may proceed by steamer to Oskarshamn (5 hrs., 2-3 times weekly), whence a railway runs to Nässjö.

Oskarshamn (*Hôtel Oscar; Stads-Hotellet; Jernvägs-Hotellet*; English vice-consul), a town with 5600 inhab., was formerly called *Döderhultsvik*, but received its present name and its municipal

Geograph. Anstalt von Wagner & Debes, Leipzig


MALMÖ
1:30.000.
0 100 200 300 400
Mètres
Stora Kanalen
Kopmansgatan
Carlsgatan
Varfs-bassin
Varf
Docka
Fyr
Kallbadhus
Station
Fabr.
Eslöf
Malmöhus
Slottsparken
Teltläng-elset
Stor-torg
Gust. Ad. Torg
Davids hall
Södra
förstaden
Fabrik
Kungsgatan
Andree-lund
Henrik-lust
Linelund
Ystad
1. Elementar läroverk B.2.
2. Hospital C.2.
3. Kasern C.2.
4. Katolska kyrka B.3.
5. St. Petri kyrka B.2.
6. Tyska Kyrka C.2.
7. Nya Tullhuset B.2.
8. Rådhus B.2.
9. Residens B.2.
10. St. Pauli kyrka C.3.
LUND
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Mètres
Eslöf
Landskr.
Folkskolelärare seminarium
Föreslugen kyrka
Helgonabacken
Biskops-huset
Tegelbruk
Läns-lasarett
Ölshög
Station
Kloster
Universitet
Tegnérs pl.
Zool. Museum
Domkyrka
Tegnérs hus
Stads-hus
Bot. inus
Botaniska trädgård
Begrafnings-plats
Elementar läroverk
Observatorium
Malmö
Råby Räddnings-institut
Trelleborg
1. Nya Universitetshuset B.2.
2. Biblioteket B.2.
3. Hist. Museet B.2.
4. Akadem. fören. B.2.
5. Dofstummeinst. C.3.
Geograph. Anstalt von
Wagner & Debes, Leipzig

privileges in 1856. Several iron-works and manufactories, including a *tändsticksfabrik*.

Railway from Oskarshamn to Nässjö, 148 Kil. (92 Engl. M.), in 6 hrs. (fares 9 kr. 65, 5 kr. 55 ö.). — The line traverses a wooded district, presenting little attraction. Several unimportant stations.

65 Kil. (40½ M.) *Hultsfred*, the junction of branch-lines to *Storebro* and *Vimmerby* (21 Kil.), two small manufacturing towns, and to *Ankarsrum* (with iron-works) and (70 Kil.) *Vestervik* (see p. 309). — Near *Marianelund* are the estate and church of *Hessleby*.

127 Kil. (79 M.) **Eksjö** *(Stadshuset; Jernvägs-Hoteltet)*, a town with 3100 inhab., near which is a curious *Skurugata*, a ravine 125 ft. deep and 20 ft. wide, penetrating a rocky hill for nearly 2 Engl. M.

150 Kil. (93 Engl. M.) *Nässjö*, see p. 306.

55. Malmö and its Environs.

Arrival. *Railway Station* (*Södra Stambana*, R. 53), near the *Steamboat Quay*. On the latter is the *Nya Tullhus* (Pl. 7; B, 2), or custom-house, where the luggage of passengers arriving from Copenhagen is examined. — Cab from quay to station 1 kr., porter ('Bärare') 30-50 ö. — Travellers entering Sweden here should at once buy the latest number of 'Sveriges Kommunikationer' (10 ö.). — *Steamboats* (besides the coasting vessels to Stockholm, Gothenburg, etc.) to *Copenhagen* (16 Engl. M.) 4-5 times daily in 1½-1¾ hr. (1½, 1 kr.); to *Stralsund;* to *Lübeck* five times weekly in 16-18 hrs. Others touch here on their way to London, Amsterdam, Bordeaux, etc.

Hotels. *Kramer's Hotel, in the Stor-Torg (Pl. B, 2); *Hôtel Horn (formerly *Svea*), near the quay and the railway-station; Stockholm; Danmark.

Restaurants at the hotels. — **Cafés:** *G. Baude*, Hamn-Gatan; *Fru Brown*, Söder-Gatan; Café in the *Kung Oscars Park* (p. 395), a favourite resort. — Money exchanged by *Mr. T. Flensburg*, the British vice-consul, and at *Kjöbenhamns Lånebank*.

Sea Baths on the N. side of the harbour.

Malmö, a busy and thriving seaport, the capital of the fertile province of *Skåne*, with 45,100 inhab., is situated on the *Sound*, opposite to Copenhagen (16 Engl. M. distant), in a flat and uninteresting district. It is now the third town in Sweden in point of population and importance, and possesses a considerable commercial fleet and a number of manufactories (including several from which the well-known Swedish gloves are largely exported).

In the middle ages Malmö was the chief commercial town on the Sound, especially during the Hanseatic period. Its prosperity was mainly due to the productive herring-fishery, which attracted merchants from all parts of the Baltic. It is mentioned for the first time in 1259, but it lay at that time in the *Vestervång*, now the suburb of Södervärn, while the site of the modern town was then occupied by the fishing village of *Svalperup*. During the chequered reign of Christian II. of Denmark (1513-23) Malmö em-

braced the cause of that monarch, the burghers being headed by their spirited burgomaster *Jürgen Kock*, who once occupied the *Kockumska Hus* (see below). In the 16th and 17th cent. the prosperity of the town declined, partly owing to the failure of the herring-fishery, and partly to the growing importance of Copenhagen. The peace of Roeskilde, which restored Skåne to Sweden in 1658, farther accelerated the decay of the place, and at the end of the 17th cent. it contained 2000 inhab. only. At length, about a century later (1775-78), *Frans Suell*, a wealthy and public-spirited merchant of Malmö, laid the foundation of the modern prosperity of his native place by constructing a harbour, which has since been repeatedly extended and deepened.

The *Harbour* is on the N.W. side of the town, with long piers to prevent it from being choked up with sand. The *Hamn-Gata* leads thence in a straight direction to the MALMÖHUS (Pl. A, 2, 3), a fortress at the S.W. end of the town. In its present form it dates from 1537, and is architecturally interesting. It is now used as a prison. Bothwell, Queen Mary Stuart's third husband, was imprisoned here in 1573-78, but the vaulted dungeon in which he was confined is now walled up. He died on 14th April, 1578, in the château of Dragsholm in Zealand, and was interred in the church of Faarveille.

The *Petri Kyrka* (Pl. 5; B, 2), near the Stor-Torg, founded in 1319, and tastefully restored by Brunius in 1847-53, is one of the finest Gothic churches in S. Sweden.

The *Tyska Kyrka* (Pl. 6; C, 2) contains an interesting life-size portrait of Luther, with a swan and the hexameter: '*Peslis eram vivens, moriens ero mors tua, papa*'. — The *Roman Catholic Church* (Pl. 4; B, 3) is a handsome new edifice in the *Gustaf Adolf's Torg*, to the S. of the Stor-Torg.

The *RÅDHUS (Pl. 8; B, 2), or town-hall, in the spacious *Stor-Torg*, is a handsome Renaissance edifice, resembling those in several of the Danish and Hanseatic towns. The façades are in brick, and the copings and five figures in niches on the roof in sandstone. Handsome oriel window in the centre. The inscription records the dates of the foundation, extension, and restoration of the building. The handsome *Knutssal* in the interior was once the council-chamber of the powerful *Knutsgille* ('Guild of Canute'). The *Landstingssaal* is also noteworthy. — In the Stor-Torg is also situated the residence of the *Landshöfding*, or governor of the province, which contains the room (shown to visitors) where Charles XV., the popular predecessor of Oscar II., died on 18th Sept., 1872, when on his way back from Aix-la-Chapelle to Stockholm. The most interesting relic of mediæval domestic architecture is the *Kockumska Hus*, in the Frans-Suells-Gata, erected in the 15th cent., and once occupied by Kock, the warlike burgomaster, and Suell, the enterprising merchant and benefactor of the town.

Pleasant walks on the S. and E. sides of the town, the most attractive of which is the *Kung Oscar's Park*, between the Malmöhus and the town (café, with frequent concerts). To the S.W. of the town lies the shady *Cemetery* (Pl. B, 3) and to the E. of that the new suburb of *Rörsjö* (Pl. C, 3), with the *Pauli Kyrka*.

About 30 Kil. (18½ Engl. M.) to the S. of Malmö lie the two ancient little towns of **Falsterbo** and **Skanör**, situated 2 Engl. M. apart on a long sandy promontory. The inhabitants earn a scanty subsistence by fishing and tilling the poor sandy soil, but many of them go to sea and are considered the best sailors in this part of Sweden. Many centuries ago the herring-fishery in this neighbourhood was very profitable, and the 'Fair of Skanör', which was held at the 'Falsterboda' attracted merchants from all parts of N. Europe between July and November. With the falling off of the herring-fishery, the prosperity of these towns declined, and in 1631 a storm choked their harbour ('Flommen') and half buried the houses with sand. The united population is about 1000.

The *Church of Falsterbo*, now deeply imbedded in sand, is said to be the most ancient in Skåne, and is still visited by pilgrims, particularly on St. John's Day. The Castle Hill commands a view of the lighthouse *(Falsterbo Fyr)*, the light-ship on the dangerous *Falsterbo Riff* ('reef'), the island of *Måkläppen* with its countless gulls, and farther distant the chalk-island of *Möen*.

The *Church of Skanör*, another venerable edifice, has a crypt under the choir like the churches of Lund and Dalby (pp. 387, 388). The fine old font is embellished with the figures of twenty kings. The Castle Hill here commands an extensive view, extending in clear weather across the Sound as far as *Stevens Klint*, a cliff on the Danish coast.

RAILWAY FROM MALMÖ TO YSTAD, 63 Kil. (39½ Engl. M.), in 2½-3½ hrs. (fares 4½, 2¼ kr.). — The train traverses the fertile province of Skåne, where extensive corn-fields and beautiful groves of beeches contrast pleasantly with the dreary regions farther to the N., while white churches and country-seats of the Swedish noblesse are seen at frequent intervals. About 5 Kil. to the N. of (16 Kil.) *Skabersjö* is the beautiful mansion of *Torup*, which forms an interesting object for an afternoon's drive from Malmö. At (21 Kil.) *Svedala* the line is crossed by the branch-line from Lund to Trelleborg (p. 388). Near (29 Kil.) *Börringe* is the château of that name, formerly a nunnery. In the neighbourhood of (39 Kil.) *Skurup* is *Svaneholm* on an island in the Svanesjö, once the property of Roger Maclean, a distinguished farmer and promoter of national education. The following stations are named after the extensive estates and mansions near them.

63 Kil. (39½ Engl. M.) **Ystad** *(Hôtel du Sud; Hôtel du Nord;* English vice-consul, *Mr. H. Nilsson)*, a busy seaport with 7800 inhab., mentioned in history as early as the 13th century. To a Franciscan monastery, founded here in 1267, once belonged the *Petri Kyrka*, which is now modernised. The *Vårfru-Kyrka* also dates from the 13th century. Down to 1658 the town belonged to Denmark. Besides the coasting steamers from Stockholm to Malmö, Copenhagen, and Gothenburg, others ply to Stettin, Lübeck, and Bergen, and there are several small local steamboats.

The steamer plying between Copenhagen and the island of **Bornholm** (every evening except Sun.; fares 8½, 4½ kr.) touches at Ystad on Wed. and Sat. night. Bornholm belongs to Denmark, and lies about 60 Kil. (37½ Engl. M.) to the S.E. of the Swedish mainland (3 hrs. from Ystad). It is about 230 Engl. sq. M. in area, and contains 35,000 inhab., whose chief resources are agriculture and the digging of the porcelain-clay used in the famous manufactories of Copenhagen. *Rönne*, the capital, lies on the W. coast. The island is rocky and mountainous. The hill called *Ritterknægten* and the *Echodal* in the interior are worthy of a visit. Between *Svaneke* and *Allinge* on the N. coast are a number of picturesque and imposing cliffs, including *Randklöveskaaret*, *Helligdomsklipperne*, *Gaaserenden*, *Vaade Ovn*, and *Törre Ovn*. The northernmost promontory is called *Hammeren*, near which lies the ruin of *Hammershuus*.

Railway from Ystad to Eslöf, 76 Kil. (47½ Engl. M.), in 3½ hrs. (fares 5 kr. 40, 2 kr. 70 ö.). The line intersects a number of the extensive estates of Skåne. 11 Kil. *Svenstorp*.

From (19 Kil.) *Tomelilla* a branch-line (27 Kil. in 1½ hr.; fares 2 kr. 10, 1 kr. 10 ö.) runs to the little seaport of *Cimbrishamn* or *Simrishamn* (about 2000 inhab.; Hôtel Simrishamn, Svea). A little to the S.W. of Cimbrishamn is the *Glimmingehus*, an ancient baronial fortified 'château', and a little to the N. is the fishing village of *Kivik*, where there is a curious old monument, pronounced by Prof. Nilsson to be Phœnician.

27 Kil. *Esperöd;* 32 Kil. *Löfvestad;* 41 Kil. *Vollsjö*. To the S. of (48 Kil.) *Bjersjölagård* is *Öfveds-Kloster*, a picturesque and handsome château on the *Vombsjö*, belonging to one of the largest estates in Skåne, and formerly a wealthy monastery. — 60 Kil. *Löberöd*. Between (65 Kil.) *Hurtva* and (71 Kil.) *Christineberg* the train passes the château of *Skarhult*, built in 1562 and recently restored by Brunius, and containing a picture-gallery of some value.

76 Kil. (47½ M.) *Eslöf*, see p. 385.

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The Swedish vowel *ä* and the Norwegian *æ*, as well as the Swedish *å* must be looked for after the letter a, the Swedish *ö* and the Norwegian *ø* after the letter o.

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Sketch

of

Norwegian and Swedish

Grammar,

with

Vocabulary and List of Phrases.

Contents.

I. The Language of Norway.
II. The Language of Sweden.
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I. Language of Norway.

The Gothic tribes of Aryan or Indo-European origin who settled in Scandinavia, probably about the beginning of the Christian era, if not earlier, appear all to have spoken a common language called the *Norræna Mal*, afterwards known as the *Dönska Tunga*, the history of which is not distinctly traceable farther back than the 9th or 10th century. That language, now known as Icelandic, or the Old Northern Tongue, and called by the Norwegians 'Old Norsk', was carried to Iceland by the Norwegians who settled there in the 9th century, and it has there been preserved in its original purity and vigour down to the present day, while on the mainland it gradually underwent modification and split into several distinct dialects, of which modern Swedish and modern Danish are now the most important. The history of the language of Norway between the colonisation of Iceland and the incorporation of Norway with the kingdom of Denmark towards the end of the 14th century is involved in obscurity, but the dialects spoken in different parts of the country probably continued closely akin to the primitive Old Norsk. In Denmark the original Dönska Tunga had meanwhile undergone considerable alteration, as is shown by the *Skaanske Lov* and the *Sjælandske Lov*, promulgated in 1162 and 1171 respectively, the gutturals and other consonants having been somewhat modified and softened, and the inflections simplified. From the year 1387, when Queen Margaret, the 'Northern Semiramis', was crowned queen of Norway, dates the introduction of the Danish language into the sister country. Between that date and the year 1814 when Norway was severed from Denmark and united with Sweden, the Norwegians had enjoyed a considerable degree of political independence, but their ancient language was gradually superseded by that of the dominant race, which was used by the government officials and adopted by the upper classes generally, although a number of dialects descended from the Old Norsk speech continued to be spoken in the remoter districts, chiefly by the uneducated classes. At the present day therefore the language of the country is Danish, although the natives prefer to call it Norsk, but it is pronounced with greater vigour and distinctness than by the Danes themselves, and it is enriched with a considerable number of words derived from the old provincial dialects which greatly enhance its interest. Like other languages of the Teutonic stock, Danish has admitted many Romanic and other foreign words to the rights of citizenship, such as *genere sig* (se gêner), *Kandidat* (candidat), *Kontor* (comptoir), *Kritik* (critique), *Kvarter* (quartier), *Præst* (presbyter); but some of these have

been introduced more from fashion than necessity, and words of purely native growth are to be found in every branch of art and science. The following lines by Norwegian poets may be quoted here as a specimen of the modern language common to Norway and Denmark: —

'Min norske Vinter er saa vakker:
De hvide snebedækte Bakker
Og grønne Gran med pudret Haar
Og trofast Is paa dybe Vande
Og Engledragt paa nøgne Strande
Jeg bytter neppe mod en Vaar'.
J. N. Brun.

Literal translation:
My Norwegian winter is so beautiful: the white, snow-clad hills, and green pines with powdered hair, and stedfast ice on deep lakes, and angel-garb on barren shores, I would hardly exchange for spring.

Ja! herligt er mit Fødeland,
Den gamle klippefaste Norge
Med Sommerdal og Vinterborge,
Der evig trodser Tidens Tand.
Om Kloden rokkes end, dets Fjelde
Skal Stormen dog ej kunne fælde'.
S. O. Wolff.

Literal translation:
Yes! glorious is my native land, the ancient cliff-bound Norway, with summer valley and winter fastness, which ever defies the tooth of time. Even if the globe be shaken, the storm shall be unable to overthrow its mountains.

A knowledge of the language of the country will conduce materially to the traveller's comfort and enjoyment. English is spoken at the principal resorts of travellers and by the captains of most of the steamboats, but on the less frequented routes and particularly at the small country-stations the native tongue alone is understood. The traveller should therefore endeavour to learn some of the most useful and everyday phrases which he is likely to require on his journey. Those who are already acquainted with German or Dutch will find the language exceedingly easy and interesting, as the great majority of the words of which each of these languages consists are derived from the same Gothic stock as Danish. A still higher vantage-ground is possessed by those who have studied Icelandic, or even the kindred Anglo-Saxon, the former being the direct ancestor of the language of Norway. Those, on the other hand, who are tolerably proficient in Swedish, will understand and be understood with little difficulty in Norway, though much less readily in Denmark. Conversely, the traveller who has learned Danish with the Norwegian accent will generally find it intelligible to Swedes, and will himself understand Swedish fairly well; but Danish acquired in Denmark will be found very unsatisfactory in Norway and still more so in Sweden.

The traveller who takes an interest in the language, which throws light on many English words, and particularly on English and Scotch provincialisms, should be provided both with an English-Danish (*Rosing's*, 3rd edit.; Copenhagen, 1869) and Danish-English dictionary (*Ferrall & Repp's*, 3rd edit.; Copenhagen, 1867), and with *Ivar Aasen's* copious and instructive 'Norsk Ordbog' (2nd edit., Christiania, 1873). Rask's Grammar, Frädersdorff's Practical Introduction, and Bojesen's Guide are also recommended to the notice of students of Danish. For the use of ordinary travellers,

however, the following outline of the grammar and the vocabularies, though necessarily brief and imperfect, will probably suffice.

Pronunciation. The CONSONANTS and their pronunciation are nearly all the same as in English; but *f* at the end of a word is pronounced like *v*; *g* before *e* and *i* and at the end of a syllable is often pronounced like *y*; *j* is pronounced like the English *y*; *k* before *e*, *i*, *j*, *y*, *æ*, and *ø* is (in Norway) pronounced like the English *t* followed by the consonant *y*, or nearly like the English *ch*; *sk* before the same vowels is pronounced like the English *sh*; while *c* (like *s* before *e*, *i*, *y*, *æ*, and *ø*, and like *k* before *a*, *o*, *u*, and *aa*), *q*, *x*, and *z* are used in words of foreign origin only. The chief irregularities are that *d* at the end or in the middle of a syllable is generally mute, as *Fladbrød* (pron. Flabrø), *sidst* (pron. sist), *hende* (pron. henne); *g* at the end of a syllable is often inaudible, as *deilig* (pron. deili), *farlig* (pron. farli), while *eg* is softened to *ei*, as *jeg* (pron. jei), *egen* (pron. eien), and, in conversation, *mig*, *dig*, *sig* are corrupted to mei, dei, sei; *s* after *r* is pronounced almost like *sh*; lastly, in *det*, the *t* is usually mute, and *de* is pronounced *di* (dee).

The VOWELS *a*, *e*, and *i* are pronounced (as in French and German) ah, eh, ee; *o* is sometimes pronounced oo (as in boot), sometimes o (as in hole), and when short it is like the short English o (in hot), but less open; in *ai*, *ei*, *oi*, each letter is pronounced distinctly; *u*, when long, is somewhat like the u in lute, with an approach to the French u, and when short it resembles the French eu or the English i in bird; *y*, when long, is like the French u, and when short it is indistinguishable from the short *ø*. The sound of *aa* is that of the long English o; *æ* is like *e*, but more open (as in where); *ø*, sometimes written *ö* when the sound is more open, has the sound of the German ö or the French eu. These two last letters are placed at the end of the alphabet, a peculiarity which consulters of a Danish dictionary must bear in mind. — Those who have studied French or German will have no difficulty with the *y* and the *ø*, but it is not so easy to catch the precise sound of the *u*, and it requires some practice to distinguish between words in which *o* is pronounced oo and those in which it pronounced as in English.

Genders. There are two genders, the common (including masculine and feminine) and the neuter.

Articles. The INDEFINITE is *en* (c.) or *et* (n.), as *en Mand* (a man), *en Kvinde* (a woman), *et Barn* (a child).

The DEFINITE is *den* (c.), *det* (n.), *de* (pl.), which forms are used almost exclusively when an adjective intervenes between the article and the substantive, as *den gode Mand* (the good man), *det unge Barn* (the young child), *de gamle Konger* (the old kings). When immediately connected with its substantive, the definite article is *-en* or *-n*, *-et* or *-t*, and *-ne* or *-ene*, added as an affix to

the substantive, as *Manden* (the man), *Barnet* (the child), *Kongerne* (the kings), *Gaardene* (the farm-houses).

Substantives. All substantives are spelled with an initial capital. The genitive, both singular and plural, usually ends in *s*, as *Kongens Mildhed* (the king's clemency), *Mændenes Heste* (the men's horses). All nouns ending in *e* form their plural by adding *r*, as *Konge, -r, Kvinde, -r;* others add *er*, as *Blomst, -er;* others *e*, as *Hest, -e;* and many neuter nouns remain unchanged in the plural, as *Sprog* (language), *Hus* (house). Lastly, a number of substantives modify their radical vowel in the plural, as *Haand* (hand), *Hænder, Fod* (pron. oo; foot), *Födder, Bog* (pron. o; book), *Bøger, Barn* (child), *Børn*. In many cases the consonant is doubled in order to preserve the short sound of the vowel, as *Hat* (hat), *-te, Ven* (friend), *-ner, Gut* (Norw., boy), *-ter*.

Adjectives. Those derived from proper names are not spelled with initial capitals (as *norsk*, Norwegian; *engelsk*, English). When preceded by the indefinite article, the adjective remains unchanged in the common gender, but *t* is added to it in the neuter, as *en god Hest, et stort* (large) *Hus;* if, however, the adjective terminates in *e, o, u*, or *y*, it remains unchanged in both genders, as *en lille Hest, et lille Barn, en sky* (shy) *Hest, et bly* (shy) *Barn;* but *ny* (new) has the neuter *nyt*. When preceded by the definite article, and in the plural whether with or without article, adjectives have an *e* added, unless they terminate in *e, o, u* or *y;* as *den gode Hest, det store Hus, de smukke smaa Børn* (the pretty little children), *vakre* (contracted from *vakker -e*) *Fjorde* (beautiful bays). When standing alone after the substantive as a predicate the adjective usually agrees with the substantive in gender and number, as *Huset er* (is) *stort, Hestene er store*.

The Comparative and Superlative are formed by adding *re* or *ere* and *rt* or *est* to the positive; as *glad* (glad), *gladere, gladest; rig* (rich), *rigere, rigest;* but in some cases they are formed by prefixing *mēr* and *mēst* to the positive, as *elsket* (beloved), *mer elsket, mest elsket*. The radical vowel is sometimes modified; as *stor, større, størst; faa* (few), *færre, færrest*. Several adjectives are irregularly compared: *god, bedre, bedst; ond* (bad), *værre, værst; gammel* (old), *ældre, ældst; lille* (small), *mindre, mindst; megen, meget* (much), *mer, mest; mange* (many), *flere, fleste*.

Numerals. The Cardinal Numbers are: *en* or *een* (n. *et*), *to, tre, fire, fem, sex, syv, otte, ni, ti, elleve, tolv, tretten, fjorten, femten, sexten, sytten, atten, nitten, tyve* (twenty); *en og tyve, to og tyve*, etc.; *treti (tredive); firti (fyrretyve), femti* (or *halvtresindstyve*, *i. e.* 'halfway between twice and three times twenty', or 'thrice twenty all but a half of twenty'; the word used in Denmark, and often contracted to *halvtres*), *sexti (tresindstyve*, or *tres), sytti (halvfjersindstyve*, or *halvfjers), otti (firsindstyve*, or *firs), nitti (halvfemsindstyve*, or *halvfems), hundrede, tusinde*.

ORDINAL NUMBERS. *Den*, *det*, *de første*, *anden* (pl. *andre*), *tredie*, *fjerde*, *femte*, *sjette*, *syvende*, *ottende*, *niende*, *tiende*, *ellevte*, *tolvte*, etc.; *tyvende*, *trediende*, *firtiende*, *femtiende* (or *halvfresindstyvende*), etc.; *hundrede* and *tusinde* undergo no alteration.

FRACTIONS. *En halv* ($^1/_2$, adj.; the subst. is *en Halvdel*); *halvanden* ($1^1/_2$, 'another all but half'); *halvtredie* ($2^1/_2$, 'a third all but half'), or *to og en halv*; *halvfjerde*, or *tre og en halv*; *en Trediedel* ($^1/_3$); *en Fjerdedet* ($^1/_4$, or en *Fjerding*, *en Kvart*, or *et Kvartér*); *en Femtedel*; and so on, *del* (part) being added to the ordinals.

Pronouns. PERSONAL. Nom. sing. *jeg* (I), *du* (thou), *han* (he), *hun* (she), *den* or *det* (it); pl. *vi*, *I*, *de*. Acc. sing. *mig*, *dig*, *ham*, or *sig*, *hende* or *sig*, *den* or *det*; pl. *os*, *eder*, *dem* or *sig*. Gen. sing. *hans*, *hendes*, *dens* or *dets*; pl. *deres* (their).

Sig is always reflexive, referring to the nominative or subject (himself, herself, itself, themselves). Members of the same family and intimate friends address each other as *Du*, pl. *I*, but in ordinary society *De* (literally 'they'), with the verb in the singular, is always used. In this sense the accusative of *De* is *Dem*, never *sig*; as *De har skadet Dem* (you have hurt yourself).

POSSESSIVE. *Min* (my), *mit*, pl. *mine*; *din* (thy), *dit*, pl. *dine*; *sin* (his, her, or its), *sit*, pl. *sine*; *vor* (our), *vort*, pl. *vore*; *jer* (your), *jert*, pl. *jere* (colloquial); *deres* (their); *Deres* (your, in the polite form of address).

DEMONSTRATIVE. *Den*, *det* (this), pl. *de*; *denne*, *dette* (that), pl. *disse*; *hin* or *hiin*, *hint* (that), pl. *hine*; *samme* (same), *selv* (self), and *begge* (both) are indeclinable; *saadan*, *saadant* (such a one), pl. *saadane*.

RELATIVES. *Som* (who, whom, which, nom. and acc.) and *der* (who, which, nom. only) are indeclinable; *hvitken*, *hvilke*, *hvilket* (who, whom, which, nom. or acc.), pl. *hvitke*; *hvis* (whose, of which, sing. or pl.); *hvad* (what), indeclinable.

INTERROGATIVES. *Hvo* or *hvem* (who, whom), indeclinable; *hvilken*, *hvilket*, pl. *hvilke* (which, nom. or acc.); *hvad* (what).

INDEFINITE. *Man* (one, they, nom. only); *en* or *et* (one); *nogen* (some, somebody, some one), *noget* (some, something), pl. *nogle*; *ingen* (no, nobody, none), *intet* (no, nothing, none), no plural; *anden*, *andet* (other), pl. *andre*; *hver*, *hvert*, *enhver*, *enhvert* (each, every; each one, every one); *al*, *alt* (all), pl. *alte*; *det*, *der* (it, with impers. verbs), as *det regnes* (it rains), *der siges* (it is said), *der skrives* (it is written).

Verbs. AUXILIARY. *At have* (to have); pres. indic. *har*, pl. *have*; imperf. *havde*; perf. *har* or *have havt*; fut. *vil* or *skatt*, pl. *vitle* or *skutte*, *have*; imperat. *hav*, pl. *have*; partic. *havende*, *havt*.

At være (to be); pres. ind. *er*, pl. *ere*; imperf. *var*, pl. *være*; perf. *har* or *have været*; fut. *vil* or *skatt*, *vilte* or *skutle*, *være*; imperat. *vær*, pl. *værer*.

At skulle (to be about to, to be obliged); pres. *skall*, pl. *skulle;* imperf. *skulde;* perf. *har* or *have skullet.*

At ville (to be about to, to be willing); pres. *vil*, pl. *ville;* imperf. *vilde;* perf. *har* or *have villet.*

At kunne (to be able); pres. *kan*, pl. *kunne;* imperf. *kunde;* perf. *har* or *have kunnet;* fut. *vil* or *skall*, *ville* or *skulle*, *kunne.*

At maatte (to be obliged); pres. *maa* (must); imperf. *maatte;* perf. *har* or *have maattet.*

At turde (to be allowed, to dare); pres. *tør* (may, dare); imperf. *turde* (might, dared).

At burde (to be bound, to be under an obligation); pres. *bør* (ought, etc.); imperf. *burde* (ought etc.).

The verb *faae* (to get), with the perfect participle, expresses futurity, as *naar jeg faaer skrevet* (when I shall have written).

The verb *blive* (to become) is sometimes used to form the passive voice, as *han bliver*, *blev skadet* (he is, was hurt).

Conjugations. The conjugations are either weak or strong, regular or irregular, and under each of these heads there are several subdivisions. The first and second of the three following verbs are weak (*i. e.* with the imperf. formed by the addition of *ede* or *te*, and the partic. by the addition of *et*, or *t* to the root), and the third and fourth are strong (*i. e.* where the imperf. takes no affix whether modifying the radical vowel or not).

Elske (love); pres. *elsker*, *elske;* imperf. *elskede;* perf. *har* or *have elsket;* partic. *elsket*, pl. (when used as adj.) *elskede.*

Tale (speak); pres. *taler*, *tale;* imperf. *talte;* perf. *har* or *have talt;* partic. *talt*, pl. *talte.*

Komme (come); pres. *kommer*, *komme;* imperf. *kom;* perf. *er kommen*, neut. *kommet*, pl. *ere komne.*

Stjæle (steal); pres. *stjæler*, *stjæle;* imperf. *stjal;* perf. *har* or *have stjaalet;* partic. used as adj. *stjaalen*, *stjaalet*, *stjaalne.*

The imperfect participle is formed by adding *nde* to the infinitive (as *elksende*, *kommende*). The imperative singular is the root (as *tal*, *stjæl*), to which *er* is added in the plural (as *elsker*, *kommer*).

Elskes (be loved); pres. *elskes*, or *bliver elsket*, *blive elskede;* imperf. *elskedes* or *blev elsket*, *blev elskede.*

Tales (be spoken), pres. *tales*, or *bliver talt*, *blive talte;* imperf. *taltes*, or *blev talt*, *blev talte.*

The following **List of Verbs** in frequent use includes a number of weak and strong, regular and irregular. The infinitive, imperfect, and participle of each are given. When the participle ends in *-t*, the usual auxiliary is *have*, when it ends in *-n*, *-ne*, the auxiliary is *være.*

Accompany, *ledsage*, *ledsagede*, *ledsaget.* Alight, *stige ned (steg*, *steg-en*, *-et*, *-ne); stige ud.* Arrive, *ankomme*, *ankom*, *ankom-men*, *-met*, *-ne.* Ascend, mount, *stige*, *steg*, *steg-en*, *-et*, *-ne.* Ask, *spørge*, *spurgte*, *spurgt.* Awake (trans.), *vække*, *vakte*, *vakt.*

Become, *blive*, *blev*, *blev-en*, *-el*, *-ne*. Beg, *bede*, *bad*, *bedl*, *-e*. Believe, *lroe*, *lroede*, *lroet*. Bind, *binde*, *bandt*, *bundet*, *bund-en*, *-et*, *-ne*. Blow, *blæse*, *blæste*, *blæst*. Boil, *koge*, *kogte*, *kogl*. Break, *brække*, *brak*, *brækkel*, *bruk-ken*, *-ket*, *-ne*; *slage itu (slog, slaget, slag-en, -el, -ne)*. Bring, *bringe*, *bragte*, *bragt*. Buy, *købe*, *købte*, *købt*.

Call, shout, *raabe*, *raable*, *raabt*, *-e*; see also 'name'. Carry, *bære*, *bar*, *baarel*, *baar-en*, *-et*, *-ne*. Change, *skifte*, *skiflede*, *skiflet*; *bylle*, *byttede*, *byltel*; change (money) *vexle*, *vexlede*, *vexlet*. Come, *komme*, *kom*, *kom-men*, *-met*, *-ne*. Count, *tælle*, *talte*, *talt*. Cost, *kosle*, *koslele*, *koslet*. Cut, *skjære*, *skar*, *skaarel*, *skaar-en*, *-et*, *-ne*.

Demand, ask (a price, etc.), *forlange*, *forlangte*, *forlangl*, *-e*. Depart, see 'start'. Descend, *slige ned (steg, stegen)*. Dismount, *slige af*, *slige ned*. Do, *gjøre*; pres. *gjør*, *gjøre*; *gjorde*, *gjort*. Drink, *drikke*, *drak*, *drukket*, *druk-ken*, *-ket*, *-ne*. Drive (a carriage), *kjøre*, *kjørle*, *kjørt*, *-e*. Dry, *tørre*, *tørrede*, *lørrel*.

Eat, *spise*, *spiste*, *spisl*, *-e*, or *æde*, *aad*, *ædt*, *-e*.

Fear, *frygle*, *fryglede*, *frygtel*. Find, *finde*, *fand*, *fundet*, *fund-en*, *-el*, *-ne*. Fish, *fiske*, *fiskede*, *fisk-et*, *-ede*. Follow, *følge*, *fulgte*, *fulgt*, *-e*. Forget, *glemme*, *glemle*, *glemt*, *-e*. Freeze, *fryse*, *frøs*, *fruss-en*, *-et*, *-ne*.

Get, *faa*, *fik*, *faaet*; get down, *slige ned (sleg, sleg-en, -et, -ne)*; get in, *stige ind*; get up, *stige op*; get on, *komme frem (kom, kom-men)*. Give, *give*, *gav*, *givet*, *giv-en*, *-et*, *-ne*. Go, *gaa*, *gik*, *gaaet*.

Help, *hjælpe*, *hjalp*, *hjulpel*, *hjulp-en*, *-el*, *-ne*. Hire, *hyre*, *hyrede*, *hyret*; *leie*, *leiede*, *leiel*. Hold, *holde*, *holdt*, *holdl*, *-e*. Hope, *haabe*, *haabede*, *haabel*.

Jump, *springe*, *sprang*, *sprungel*, *sprung-en*, *-el*, *-ne*.

Keep, *beholde*, *beholdt*, *beholdl*. Knock, *banke*, *bankede*, *banket*. Know (a fact), *vide*; pres. *vēd*, *vide*; *vidsle*, *vidst*; (a person, a place, etc.) *kjende*, *kjenle*, *kjenl*.

Lay, put, *lægge*, *lagle*, *lagt*, *lagd*, *-e*; lay hold, *tage fat paa* (see 'take'). Learn, *lære*, *lærte*, *lærl*. Leave, *forlade*; leave behind, *eflerlade*; see 'let'. Let, *lade*, *lod*, *ladet*, *ladt*, *-e*; let go, let fall, *slippe*, *slap*, *sluppet*, *slup-pen*, *-pel*, *-ne*. Lie, *ligge*, *lag*, *ligget*. Light, kindle, *tænde*, *tændte*, *tændt*, *-e*. Like, *synes (om)*, *synles*; or *like* (Norw.), *likle*, *likl*. Lose, *labe*, *lable*, *tabt*, *-e*.

Make, see 'do'. Mend, *istandsætle (sal, sat)*; *reparere*, *reparerede*, *repareret*; *udbedre*, *udbedrede*, *udbedret*. Mistake, make a mistake, *tage feil (log, tagel)*. Mount, *slige*, *steg*, *stegen*; (on horseback) *sidde op (sad, siddel)*.

Name, call, *kalde*, *kaldle*, *kaldt*, *-e*. Named or called (to be), *hedde*, *hed*, *hedt*, *-e*.

Open, *aabne*, *aabnele*, *aabnel*, *-e*. Order, *beslille*, *beslillede*, *beslillel*.

Pay, *belale*, *belalte*, *belalt*, *-e*. Pronounce, *udlale*, *udlalte*, *udtalt*, *-e*. Put, *sætte*, *sat*, *sat*, *-te*; see also 'lay'; put to (horses), *spænde*, *spændle*, *spændl*.

Rain, *regne*, *regnele*, *regnel*. Read, *læse*, *læste*, *læst*. Reckon, *regne*, *regnede*, *regnet*. Require, *behøve*, *behøvde*, *behøvt*, *-e*. Rest, *hvile*, *hvilede*, *hvilt*. Return (intr.), *komme* or *gaa tilbage*. Ride, *ride*, *red*, *redet*, *red-en*, *-et*, *-ne*. Roast, *stege*, *stegte*, *slegt*. Row, *roe*, *roede*, *roet*. Run, *løbe*, *løb*, *løbt*.

Say, *sige*, *sagte*, *sagt*, *-e*. See, *see*, *saa*, *seet*, *-e*. Seek, *søge*, *søgte*, *søgt*. Sell, *sælge*, *solgte*, *solgt*. Send, *sende*, *sendete*, *sendet*, *-e*. Set, see 'put'. Shoot, *skyde*, *skjød*, *skudt*, *-e*. Shut, *lukke*, *lukkede*, *lukk-et*, *-ede*. Sit, *sidde*, *sad*, *siddet*. Sleep, *sove*, *sov*, *sovet*. Smoke (intrans.), *ryge*, *røg*, *røget*; (trans.) *røge*, *røgte*, *røgl*. Snow, *sne*, *snēte*, *snēt*. Speak, *tale*, *talte*, *talt*, *-e*. Stand, *staae*, *stod*, *staaet*. Start, *afgaa*, *afgik*, *afgaaet*; or *gaa bort*, *gaa afsled*. Stop (trans. or intrans.), *standse*, *standsede*, *stands-et*, *-ede*.

Take, *tage*, *tog*, *toge*, *taget*, *tag-en*, *-et*, *-ne*; take care of, *sørge*, *sørgede*, *sørgt (for)*. Think, *tænke*, *tænkte*, *tænkt*. Travel, *reise*, *reiste*, *reist*. Try, *forsøge*, *forsøgede*, *forsøgt*.

Understand, *forstaae*, *forstod*, *forstaa-et*, *-ede*. Use, *bruge*, *brugede*, *brugt*. — Wait, *vente*, *ventete*, *venlet*. Wash, *vadske*, *vadskede*, *vadsk-et*, *-ede*. Wish, *ønske*, *ønskede*, *ønsk-el*, *-ede*. Write, *skrive*, *skrev*, *skrevet*, *skrev-en*, *et*, *-ne*.

Adverbs. The neuter forms of adjectives are used as adverbs; as *gōd* (good), *gŏdt* (well); *langsom* (slow), *langsomt* (slowly); and such adverbs take the same comparative and superlative as the adjectives. *Godt* or *vel* has *bedre*, *bedst*; *ilde* (ill), like *ond* or *daarlig*, has *værre*, *værst*; *gjerne* (willingly), *hellere* (rather), *helst* (most willingly, rather, especially).

The following are in very frequent use: —

Place. About, *omtrent*; above, *ovenpaa*; after, *efter*; around, *omkring*; at home, *hjemme* (indicating *rest*, like several other adverbs ending in *e*, while without the *e* they indicate *motion*); away, *bort*, *borte*; back, *tilbage*; below, *nedenunder*; down, *nēd*, *nede*; everywhere, *overalt*; far, *langt*; far from here, far distant, *langl herfra*; here, *her*; home, *hjem*; in, *ind*, *inde*; near, *nær*; nowhere, *ingensteds*; out, *ud*, *ude*; past, *forbi*; there, *der*; thither, *did*; up, *op*, *oppe*; where, *hvor*; within, *inde*.

Time. About, *omtrent*; afterwards, *siden efter*; again, *atter*, *igjen*; always, *altid*; already, *allerede*; before, *før*; early, *tidligt*; immediately, *strax*; last year, *ifjor*; late, *sēnt*; long, *længe*; nearly, *næsten*; never, *aldrig*; now, *nu*; often, *ofte*, *tidt*; once, *engang*; seldom, *sjælden*; sometimes, *undertiden*; soon, *snart*; still, *endnu*; the day after to-morrow, *iovermorgen*; the day before yesterday, *iforgaars*; then, *da*, *paa*, *den Tid*; this evening, *iaften*; this morning, *imorges*; to-day, *idag*; to-morrow, *imorgen*; twice, *to Gange*; when (interrogative), *naar*, *hvad Tid*; yesterday, *igaar*.

Manner, Degree, etc. A little, *noget*; also, *ogsaa*; also not, *heller*, *ikke*; altogether, *i Alt*, *i det hele tagit*, *altsammen*; broken

(in two), *itu;* downhill, *nedad (Bakken);* how, *hvorledes;* little, *lidt;* much, *meget;* no, *nej;* not, *ikke;* not at all, *slet ikke;* of course, *naturligvīs;* only, *kun;* particularly, *især;* partly, *dēls;* perhaps, *kanske, maaske;* possibly, *muligvīs;* probably, *rimeligvīs;* quickly, *hurtigt (fōrt);* so, thus, *saaledes;* softly (gently, slowly), *sagte;* straight on, *ligefrem;* together, *tilsammen;* too (much, etc.), *for (meget,* etc.); uphill, *opad (Bakken);* very, *meget;* why, *hvorfor;* yes, *ja, jo* (the latter being used in answer to a question in the negative or expressing doubt).

Prepositions. Among the most frequent are: —

About, *om;* above, *over;* after, *efter;* among, *blandt;* at, *i, paa, ved;* at (of time), *om;* behind, *bag;* between, *mellem;* by, at the house of, *hos;* by, near, *ved;* by, past, *forbi;* during, *om, under;* for, in front of, *for;* from, *fra;* in, *i;* instead of, *istedenfor;* near, *nær, ved;* of, from, *af;* on, *paa;* opposite, *ligeover for;* over, upwards of, *over;* past, *forbi;* round, *rundt om;* since, *siden;* through, *gjennem;* till, *indtil* (not till, *ikke før);* to, *til;* towards, *mod;* under, *under;* upon, *paa;* with, *med.*

Conjunctions. The most important are: —

After, *efterat;* although, *skjøndt;* and, *og;* as, *da;* as — as, *saa — som;* because, *fordi;* before, *før;* but, *men;* either — or, *enten — eller;* for, *thi;* if, *om, dersom, hvis;* in order that, *for at;* or, *eller;* since (causal), *fordi, efterdi,* (of time) *siden;* so, *saa;* than, *end;* that, *at;* till, until, *indtil;* when (with past tense) *da,* (with present or future) *near;* where, *hvor;* while, *medens.*

Interjections. Ah, alas, *ak;* indeed, *ih, jasaa, virkelig;* not at all, far from it, don't mention it, *langt ifra, ingen Aarsag;* of course, certainly, *kors, bevars;* pardon, *om Forladelse;* please, *vær saa good, vær saa artig;* thanks, *Tak* (many, *manye*); true, *det er sandt;* what a pity, *det er Synd!*

II. Language of Sweden.

The remarks already made on the origin of the Danish language and on the peculiarities of its pronunciation apply almost equally to the Swedish language. The latter, however, is derived much more purely and directly from the original Gothic tongue, and is therefore much more interesting to philologists.

Articles. The INDEFINITE ARTICLE is (m. and f.) *en,* (n.) *ett;* as *en karl,* a man; *ett barn,* a child.

The DEFINITE ARTICLE is (m. or f.) *en* (or *n* after a vowel), and (n.) *et* or *ett,* affixed to the substantive; as *konungen,* the king; *flickan,* the girl. Preceding an adjective, the definite article is (m. or f.) *den,* (n.) *det,* (pl.) *de;* but the substantive which follows still retains its affix; as *den gode konungen, det lilla barnet* (the little child), *de sköna flickorna* (the pretty girls).

Substantives. The genitive, both singular and plural, usually

ends in *s*; as *barnets moder*, *konungens godhed*, *presternas böckar* (the priests' books).

The plural is formed by adding *or*, *ar*, *er*, or *n*; but it is sometimes the same as the singular, especially in the case of neuter substantives; as *krona*, *kronor*; *gosse* (boy), *gossar*; *tind* (lime-tree), *lindar*; *prest*, *prester*; *knä* (knee), *knän*; *hus* (house), pl. *hus*. Among the irregular plurals the commonest are *man*, *män*; *öga* (eye), *ögon*; *öra* (ear), *öron*; *bok* (book), *böckar*; *fot* (foot), *fötter*; *nat* (night), *nätter*; *gås* (goose), *gäss*.

Adjectives. After the indefinite article the adjective undergoes no change, except in the neuter gender, in which case *t* is added; as *en ung man*, *en skön flicka*, *ett artigt barn* (a good child). The neuter of *liten* (little) is *litet*, of *mycken* (much) *mycket*.

After the definite article the adjective takes the affix *e* or *a* in the masculine, and *a* in the feminine or neuter; as *den gode mannen*, *den sköna flicka*, *det artiga barnet*. When following the definite article *liten* becomes *lilla* (pl. *små*). For all genders the plural is *de goda*, *de sköna*, *de artiga*, *de små*.

The COMPARATIVE and SUPERLATIVE are formed by adding *are* and *ast* to the positive; as *rolig* (quiet), *roligare*, *roligast*; *ringa* (small, insignificant), *ringare*, *ringast*. Irregular are: *god* (good). *bättre*, *bäst*; *dålig* (bad), *sämre*, *sämst*, or *värre*, *värst*; *låg* (low), *lägre*, *lägst*; *lång* (long), *längre*, *längst*; *liten* (small), *mindre*, *minst*; *små* (small, pl.), *smärre*; *få* (few), *färre*; *mycken* (much), *mer*, *mest*; *många* (many), *flere*, *de fleste*; *stor* (large), *större*, *störst*; *gammal* (old), *äldre*, *äldst*; *ung* (young), *yngre*, *yngst*; *tung* (heavy), *tyngre*, *tyngst*.

Numerals. The CARDINAL NUMBERS are: *en* or *ett*, *två*, *tre*, *fyra*, *fem*, *sex*, *sju*, *åtta*, *nio*, *tio*, *elfva*, *tolf*, *tretton*, *fjorton*, *femton*, *sexton*, *sjutton*, *aderton*, *nitton*, *tjugu* (20); *tjugu en*, etc.; *tretti*, *fyratio* (pron. *förti*), *femtio*, *sextio*, *sjuttio*, *åttatio* (*åttio*), *nittio*, *hundra*, *tusen*, *en million*.

The ORDINAL NUMBERS are: *den förste*, *den*, *det första*; *den andre*, *den*, *det andra* (*en annan*, *ett annat*); *tredje*, *fjerde*, *femte*, *sjette*, *sjunde*, *åttonde*, *nionde*, *tionde*, *etfte*, *tolfte*, *trettonde*, *fjortonde* etc.; *tjugonde* (20th), *tjugu förste* etc.; *trettionde*, *fyrtionde* etc.; *hundrade*, *tusende*.

FRACTIONS. *En hatf* ($^1/_2$, adj.; the subst. is *en hätft*), *halfannan* ($1^1/_2$); *en tredjedet* ($^1/_3$ rd), *en fjerdedel* ($^1/_4$ th), etc.

Pronouns. PERSONAL. Nom. sing. *jag* (I), *du* (thou), *han* (he), *hon* (she), *det* (it); nom. pl. *vi*, *i*, *de*. Acc. sing. *mig*, *dig*, *honom*, *henne*, *det*; acc. pl. *oss*, *eder*, *dem*. Gen. sing. *hans*, *hennes*, *dets*; gen. pl. *deras* (their). Refl. acc. *sig* (himself, herself, itself, themselves). *Hvarandra* (one another).

Du is used in addressing near relatives and intimate friends. *Ni*, corresponding with the Danish *De* (you), with the plural number, is used in addressing strangers; but it is more polite to

use the awkward periphrasis *herrn er*, *har*, etc., *frun er*, *fröken er*, or better still the person's title, if known, as *vill herr öfversten vara så god* (will the colonel be so kind)?

Mig, *dig*, *sig* are pronounced mei, dei, sei (almost like the French *pays*). *De* is often pronounced dee, and *det* day.

POSSESSIVE. *Min* (my), *mitt*, pl. *mina*; *din* (thy), *ditt*, pl. *dina*; *hans* (his), *hennes* (her), *dets* (its); *sin* (his, her, its, their; refl. only), *sitt*, *sina*; *vår* (our), *vårt*, *våra*; *eder* (your), *edert*, *edra* (*er*, *ert*, *era*).

DEMONSTRATIVE. *Denne*, *denna* (this), *detta*, pl. *desse*, *dessa*; *den*, *det her* (this here), pl. *de her*; *den*, *det der* (that there), pl. *de der*; *den*, *det*, *de samme* (the same).

RELATIVE. *Som* (who, whom, which), nom. and acc. only; *hvilken*, *hvilket* (who, whom, which), pl. *hvilka*; *hvad* (what).

INTERROGATIVE. *Hvem* (who), *hvems* (whose), *hvad* (what), *hvilk-en*, *-et*, *-a* (which).

INDEFINITE. *Man* (one), *sjelf* (self), *någon* (some, somebody), *något* (some, something), *några* (pl., some); *ingen* (no, nobody), *intet* (no, nothing), *inga* (pl., no); *mången* (many a one), *många* (many); *all*, *allt* (all); *hvar*, *hvart* (each, every), *hvar och* (pron. ok) *en* (one and all); *hel*, *helt* (whole), *hele* (pl., whole).

Verbs. AUXILIARY. *Att hafva* (to have). Pres. indic. jag, du, han, hon, det, Ni *har*; vi *ha* (or *havfa*); i *han* (*hafven*), de *ha* (*hafva*). Imperf. jag, etc., *hade*; vi *hade*; i *haden*; de *hade*. Fut. jag, etc., *skall hafva*; i *skolen hafva*; de *skola hafva*. Condit. jag, etc., *skulle hafva*; vi *skulle hafva*; i *skullen hafva*; de *skulle hafva*, Imper. *haf* (*ha*), pl. *hafven*. Partic. *hafvande*, *haft*.

Att vara (to be). Pres. indic. jag, etc., *är*; vi *äro*, i *ären*, de *äro*. Imperf. jag, etc., *var*; vi *voro*, i *voren*, de *voro*. Perf. jag, etc., *har varit*. Imperf. jag *hade varit*. Fut. jag *skall vara*. Cond. jag *skulle vara*. Imper. *var*, *varen*. Partic. *varande*, *varit*.

Att skola (to be obliged, to be about to); pres. *skall*, *skola*; imperf. *skulle*; partic. *skolande*, *skullet*.

Att vilja (to be willing, to be about to); pres. *vill*, *vilja*; imperf. *ville*; partic. *viljande*, *velat*.

Att kunna (to be able); pres. *kann*, pl. *kunna*; imperf. *kunde*; partic. *kunnat*.

Att må (to be obliged); pres. *må*; imperf. *måste*.

Att töra (may, to be allowed); pres. *tör*; imperf. *torde*.

Att böra (to be bound, obliged); pres. *bör* (ought); imperf. *borde* (ought).

The CONJUGATIONS are either weak or strong, regular or irregular. The following three verbs are weak and regular:

Infinitive. *Att älska* (to love), *böje* (bend), *bo* (live).

Pres. indic. Jag, du, han *älskar*, *böjer*, *bor*; vi, de *älska*, *böja*, *bo*; i *älsken*, *böjen*, *bon*.

Imperf. Jag, du, han, vi, de *älskade*, *böjde*, *bodde*; i *älskaden*,

böjden, *bodden*. Perf. Jag *har älskat*, *böjt*, *bott*. Fut. Jag *skall älska*, *böje*, *bo*. Imper. *Älska*, *böj*, *bo*; *älsken*, *böjen*, *bon*. Partic. *Älskande*, *böjende*, *boende*; *älskat*, *böjl*, *botl*.

Most of the Swedish verbs are conjugated like *älska*. Those whose roots end in *k*, *p*, *s*, or *t* form the imperfect by adding *te*, and the participle by adding *t*; as *köpe*, *köpte*, *köpt*.

The passive is formed by adding *s*: jag *älskas* (I am loved), *älskades* (was loved), *har älskats* (have been loved), *älskandes* (being loved). The passive may also be formed with the auxiliary *blifva* (to be, become): jag *blir älskad* (I am loved), *blef älskad* (was loved).

The following **List of Verbs** in frequent use includes a number of regular, strong, and irregular verbs. The present indicative, which is generally formed from the infinitive by adding *r*, the imperfect, the perfect participle used with *hafva*, and the perfect participle used with *vara* are given in each case. When the participle ends in *n*, the neuter usually changes the *n* to *t*, and the plural ends in *ne* or *na*.

Arrive, *ankommer*, *ankom* (pl. *ankommo*), *ankommil*, *ankommen*; or *inträffar*, *inträffade*, *inträffat*. Ascend, *sliger (upp)*, *steg (slego)*, *slegil*, *stegen*. Ask, *frågar*, *frågade*, *frågal*. Awake (trans.), *väckar*, *väckade*, *väckat*.

Become, *blir* (vi *blifva*, inf. *blifva*), *blef*, *blifvit*, *bleven*. Beg, *ber* (vi *bedje* or *be*, inf. *bedja*), *bad* (vi *bådo*), *bedl*, *bedd*. Bind, *binder*, *band* (vi *bundo*), *bundit*, *bunden*. Blow, *blåser*, *blåsle*, *blåst*. Boil, *kokar*, *kokle*, *kokt*. Break, *brytar*, *brytade*, *brylat*. Bring, *bringer*, *bragte*, *bragl (bringal)*. Buy, *köpa*, *köpte*, *köpt*.

Call, shout, *ropa*, *ropte*, *ropl*; see also 'to name'. Carry, *bär* (inf. *bära*), *bar (buro)*, *burit*, *buren*. Change, *bytar*, *bytade*, *bytat*; change (money), *vexlar*, *vexlade*, *vexlat*; change (alter), *förändrar*, *förändrade*, *förändrat*. Come, *kommer*, *kom (kommo)*, *kommit*, *kommen*. Count, *täljar*, *täljade*, *täljt*. Cost, *kostar*, *kostade*, *koslat*. Cut, *skär* (inf. *skära*), *skar (skuro)*, *skurit*, *skuren*.

Demand (ask a price etc.), *fordrar*, *fordrade*, *fordrat*. Depart, *afresar*, *afreste*, *afrest*; or *går bort*, *resar bort*. Descend, *sliger ned* (see 'ascend'). Dismount, *sliger ned*, *sliger af (heslen)*, *silter af* (see 'sit'). Do, *gör* (inf. *göra*), *gjorde*, *gjordt*, *gjord*. Drink, *dricker*, *drack (drucko)*, *drackit*, *drucken*. Drive (a carriage), *körer*, *körte*, *kört*. Dry, *torkar*, *torkade*, *torkat*.

Eat, *spiser*, *spiste*, *spist*, or *äter*, *åt (ålo)*, *ätit*, *äten*.

Fear, *fruktar*, *fruktade*, *fruktat*. Find, *finner*, *fann*, *funnit*, *funnen*. Fish, *fiskar*, *fiskte*, *fisket*. Follow, *följer*, *följte*, *följt*. Forget, *glömmar*, *glömte*, *glömt*. Freeze, *fryser*, *frös (fröso)*, *frusit*, *frusen*.

Get, *får*, *fick (fingo)*, *fått*; get up, down, in, *stiger upp*, *ned*, *in*; get on, *kommer fram*. Give, *ger (gifver*; inf. *ge*, *gifva)*, *gaf (gåfvo)*, *gifvit*, *gifven*. Go, *går*, *gick (gingo)*, *gått*, *gången*.

Help, *hjelper*, *halp (hulpo)*, *hulpit*, *hulpen*. Hire, *hyrar*, *hyrade*,

hyrat. Hold, *håller*, *höll (höllo)*, *hållit*, *hållen*. Hope, *hoppas* (a 'deponent' verb, used in the passive form only), *hoppades*, *hoppats*.

Keep, *behåller*, *behött (behötto)*, *behåttit*, *behållen*. Knock (at a door), *ktappar*, *klappade*, *ktappat*. Know (a fact), *vet* (inf. *veta*), *visste*, *vetat*. Know (a person, a thing), *känner*, *kännte*, *kännt*.

Lay, put, *lägger*, *tagde*, *lagt*, *tagd;* lay hold of, *tager fatt på* (see 'take'). Learn, *lärar (mig)*, *tärte*, *tärt*, *lärd*. Leave, *temnar*, *lemnade*, *lemnat;* leave behind, *lemna qvar*. Let, *låter*, *tät (läto)*, *låtit;* let go (get rid of), *släppar*, *stäppade*, *släppat*. Lie, *liggar*, *låg (lågo)*, *legat*. Light, *tändar*, *tandte*, *tändt*. Like, *tyckar (om)*, *tyckte*, *tyckt*. Lose, *förtorar*, *förtorade*, *förlorat*.

Make, see 'do'. Mean, *menar*, *mente*, *ment*. Mend, *sätter i stånd* (see 'set'), or *reparerar*, *reparerade*, *reparerat*. Mistake, make a mistake, *misstagar mig*, see 'take'. Mount, *stige*, *steg (stego)*, *stigit*, *stegen;* (on horseback) *sitte upp*, see 'sit'.

Name, call, *kallar*, *kaltade*, *kallat;* to be named (to signify), *heter*, *hette*, *hetat*. — Open, *öppnar*, *öppnade*, *öppnat*. Order, *beställar*, *beställte*, *beställt*.

Pay, *betatar*, *betatade*, *betalat*. Pronounce, *uttalar*, *uttalade*, *uttalat*. Put, *sätter*, *satte*, *satt;* see also 'lay'; put to (horses), *spänna för*, *spännte*, *spännt*.

Rain, *(det) regnar*, *regnade*, *regnat*. Read, *läser*, *täste* (or *las*, no pl.), *läst*, *läsen*. Reckon, *räknar*, *räknade*, *räknat*. Require, *behöfvar*, *behöfvade*, *behöfvat*. Rest, *hvitar*, *hvilade*, *hvilat*. Return (intr.), *vändar (om)*, *vändte*, *vändt;* or *resar (reste, rest) tilbaka*. Ride, *rider*, *red (redo)*, *ridit*, *riden*. Roast, *stekar*, *stekte*, *stekt*. Row, *ror*, *rodde*, *rott*. Run, *löpar*, *lopp (tupo)*, *tupit*.

Say, *sägar*, *sagte*, *sagt*, *sagd*. See, *ser*, *såg (sågo)*, *sett*, *sedd*. Seek, *sökar*, *sökte*, *sökt*. Sell, *säljar*, *säljade*, *sätgt*. Send, *sändar*, *sändte*, *sändt;* or *skickar*, *skickte*, *skickt*. Set, *sätter*, *satte*, *satt*. Shoot, *skjutar*, *skjutade*, *skjutit*. Shut, *stängar*, *stängte*, *stängt*. Sit, *sitter*, *satt (sutto)*, *suttit (sutit)*. Sleep, *sofver*, *sof (sofvo)*, *sofvit*. Smoke (intr.) *ryka*, *rök*, *rukit;* (trans.) *röka*, *rökte*, *rökt*. Snow, *(det) snör* (inf. *snöa*), *snöte*, *snöt*. Speak, *talar*, *tatte*, *tatt*. Stand, *står*, *stod*, *stått*. Start, *afgår*, *afgick (afgingo)*, *afgått*, *afgången*. Stop (intrans.), *stårstitta* (see 'stand').

Take, *tager* (or *tar*), *tog (togo)*, *tagit*, *tagen;* take care of, *har (hafva) omsorg om*. Think, *tänkar*, *tänkte*, *tänkt*. Travel, *resar*, *reste*, *rest*. Try, *försöker*, *försökte*, *försökt*.

Understand, *förstår* (like 'stand'). Use, *brukar*, *brukte*, *brukt*.

Wait, *väntar*, *väntade*, *väntat*. Wash, *tvättar*, *tvättade*, *tvättat*. Wish, *önskar*, *önskade*, *önskat*. Write, *skrifver*, *skref (skrefvo)*, *skrifvit*, *skrifven*.

Adverbs. The neuter forms of adjectives are used as adverbs; *mannen är ärtig* (the man is honest), *mannen handtar ärtigt* (the man deals honestly). Such adverbs are compared like adjectives. A few are compared irregularly. *Godt* or *väl* (well) has *bättre*,

bäst; dåligt or *illa* (ill), *värre, värst* or *sämre, sämst; gerna* or *gärna* (willingly), *hällre* (rather), *hälst* (most willingly, especially).

PLACE. About, *omkring;* above, *ofvanpå;* after, *efter;* around, *(rundt) omkring;* at home, *hemma* (indicating *rest*, like several other adverbs ending in *a*, while without the *a* they indicate *motion*); away, *bort, borta;* back, *tillbaka;* below, *nere;* down, *ned;* far, *långt borta, fjärran;* here, *här;* home, *hem;* in, *in, inne;* near, *när;* nowhere, *ingenstädes;* out, *ut, ute;* past, *förbi;* there, *der;* thither, *dit;* up, *up, uppe;* where, *hvar;* within, *inne.*

TIME. About, *omkring;* afterwards, *sedan;* again, *igen, åter;* always, *alltid;* already, *redan;* before, *förut;* early, *tidigt, bittida;* last year, *ifjor;* late, *sēnt;* long, *länge;* nearly, *nästan;* never, *aldrig;* now, *nu;* often, *ofta;* once, *en gång;* sometimes, *stundom;* soon, *snart;* still, *ännu;* the day after to-morrow, *i öfvermorgon;* the day before yesterday, *förgår;* then, *då, på den tid;* this evening, *i afton;* this morning, *i morse;* to-day, *i dag;* to-morrow, *i morgon;* twice, *två gångar;* when (interrog.) *när;* yesterday, *igår.*

MANNER, DEGREE, etc. A little, *något;* also, *ochså;* also not, *hällер icke;* altogether, *alltsammans;* broken (in two), *i sär;* down, downhill, *nedåt, nedåt backen;* how, *huru;* little, *lidet;* much, *mycket;* no, *nej;* not, *icke;* not at all, *slätt icke;* of course, *naturligtvis;* only, *blott, endast;* particularly, *synnerligen;* partly, *dels;* perhaps, *kanske;* possibly, *mögligen;* probably, *sannolikt;* quickly, *fort, hurtigt;* so, thus, *således;* softly (gently, slowly), *sakta;* straight on, *rakt fram;* together, *ihop, tillsammans;* too, *för;* too much, *för mycket;* up, uphill, *uppåt, uppåt backen;* very, *mycket;* why, *hvarför;* yes, *ja, jo* (the latter in answer to a question in the negative or expressing doubt).

Prepositions. About, *om;* above, *öfver;* after, *efter;* at, *på, vid;* at (of time), *om;* behind, *bak;* between, *meltan;* by, at the house of, *hos;* by, near, *vid, nära;* by, past, *förbi;* during, *om, under;* for, before, *för;* from, *från;* in, *i;* instead of, *i stället för;* near, *nära, vid;* of, from, *af;* on, *på;* over, *öfver;* past, *förbi;* round, *rundt om;* since, *sedan;* through, *genom;* till, *titl, intill;* to, *titt;* towards, *emot;* under, *under;* upon, *på;* with, *med.*

Conjunctions. After, *sedan;* although, *ehuru;* and, *och;* as, *då;* as — as, *så — som;* because, *emedan;* before, *för;* but, *men;* either — or, *antingen — etter;* for, *thi;* if, *om;* in order that, *för att;* or, *etter;* since (causal), *emedan;* since (of time), *sedan;* so, *så;* than, *än;* that, *att;* till, until, *tills;* when (with past tense), *då;* when (with present or future), *när;* where, *hvar;* while, *medan.*

Interjections. Ah, alas, *ack;* indeed, *ja så, verktigen;* of course, *naturligtvis, ja visst, bevars;* pardon, *ursäkt;* please, *var så god;* thanks, (jag) *tackar, tackar ödmjukast* ('most humbly'); true, *det är sandt;* what a pity, *det är synd!*

Vocabulary.

Norwegian.	English.	Swedish.
Omtrent (adv.); *om* (prep.).	About.	*Omkring; om.*
Ovenpaa (adv.); *over* (prep.).	Above.	*Ofvanpå; öfver.*
Ledsage (p. 6).	Accompany.	*Beledsaga.*
Vant til.	Accustomed to.	*Van till.*
Fordel (-en).	Advantage.	*Fördel* (m.).
Efter (adv.); *efterat* (conj.).	After.	*Efter; sedan.*
Eftermiddag (-en).	Afternoon.	*Eftermiddag* (m.).
Siden efter.	Afterwards.	*Sedan.*
Atter, igjen.	Again.	*Igen, åter.*
Behagelig.	Agreeable.	*Angenäm, behaglig.*
Ak.	Ah, alas.	*Ack.*
Stige ned (p. 6).	Alight.	*Stiga ned* (p. 12).
Noget.	A little.	*Något.*
Ogsaa; heller ikke.	Also; also not.	*Ochså; häller icke.*
Allerede.	Already.	*Redan.*
Skjøndt.	Although.	*Ehuru.*
I Alt, i det hele tagit, altsammen.	Altogether.	*Alltsammans.*
Altid.	Always.	*Alltid.*
Blandt.	Among.	*Ibland.*
Morsom.	Amusing.	*Rolig.*
Og.	And.	*Och.*
Kjedelig.	Annoying.	*Förtretlig.*
Svar (-et, pl. *Svar).*	Answer.	*Svar* (n.).
Arm (-en, -e).	Arm.	*Arm* (m.).
Omkring.	Around.	*Omkring.*
Ankomme (p. 6).	Arrive.	*Ankomma* (p. 12).
Da; saa — som.	As; as — as.	*Då; så — som.*
Stige (p. 6).	Ascend, mount.	*Stiga* (p. 12).
I Land, paa Landet.	Ashore (go), — (be).	*I land; på landet.*
Spørge (p. 6).	Ask.	*Fråga* (p. 12).
I, paa, ved; (of time) *om.*	At.	*På, vid; om.*
Hjemme (p. 8).	At home.	*Hemma* (p. 14)
Vække (p. 6).	Awake, to (trans.).	*Väcka* (p. 12).
Bort, borte.	Away.	*Bort, borta.*
Axel (-en, Axler).	Axle.	*Axel* (m.).
Tilbage.	Back.	*Tillbacka.*
Daarlig, ond.	Bad.	*Dålig.*
Sæk (-ken, -ke).	Bag.	*Säck, påse* (m.).
Banksed-el(-eln,-ler).	Banknote.	*Bankseddel* (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Barometer (-ret, -re).	Barometer.	*Barometer* (m.).
Bolle (-n, -r), Vandtad (-et, pl. id.).	Basin.	*Fat, bäcken* (n.).
Kurv (-en, -e).	Basket.	*Korg* (m.).
Bad (-et, Bad).	Bath.	*Bad* (n.).
Vakker, deilig.	Beautiful.	*Vacker, skön.*
Fordi.	Because.	*Emedan.*
Blive (p. 7).	Become.	*Blifva* (p. 12).
Seng (-en, -e).	Bed.	*Säng* (m.).
Oxekjød (-et); bifslek.	Beef, beefsteak.	*Oxkött.*
Øl (-let).	Beer.	*Öl* (n.).
Før(adv.); *for*(prep.).	Before.	*Förut; för.*
Bede (p. 7).	Beg.	*Bedja* (p. 12).
Bag.	Behind.	*Bak.*
Troe (p. 7).	Believe.	*Tro, mena.*
Nedenunder.	Below.	*Nere.*
Køie (-n, -r).	Berth.	*Koj* (m.).
Mellem.	Between.	*Mellan.*
Blaabær (*-et,* pl. id.).	Bilberry.	*Blåbär* (n.).
Regning (-en, -er).	Bill, account.	*Räkning* (m.).
Binde (p. 7).	Bind.	*Binda* (p. 12).
Svart.	Black.	*Svart.*
Urhane (-en, -er).	Blackcock.	*Tjäder* (m.).
Sengtæppe (-et, -er).	Blanket.	*Sängtäcke* (n.).
Blæse (p. 7).	Blow.	*Blåsa* (p. 12).
Blaa.	Blue.	*Blå.*
Kost (-en); ombord.	Board (food); on board.	*Kost* (m.); *ombord.*
Baad (-en, -e).	Boat.	*Båt* (m.).
Myr (-en).	Bog.	*Gyttja*(f.), *sump*(m.).
Koge (p. 7).	Boil.	*Koka* (p. 12).
Bog (-en, Bøger).	Book.	*Bok* (m.).
Støvler.	Boots.	*Stöflar.*
Flaske (-n, -r).	Bottle.	*Butelj* (m.).
Gut (-ten, -ter).	Boy.	*Gosse* (m.).
Brændevin (-en), Cognac.	Brandy.	*Bränvin* (m.).
Brød (-et); Smørrebrød.	Bread; bread and butter.	*Bröd; smörgås.*
Brække, slage itu (p. 7).	Break.	*Bryta* (p. 12).
Frukost (-en).	Breakfast.	*Frokost* (m.).
Bro (-en, -er).	Bridge.	*Bro* (f.).
Tømme (-n, -r); Ridevei (-en, -e).	Bridle; bridle-path.	*Töm* (m.); *ride-väg.*
Bringe (p. 7).	Bring.	*Bringa* (p. 12).

NORWEGIAN.	ENGLISH.	SWEDISH.
Itu.	Broken (in two).	*Isär.*
Bæk (-ken, -ke).	Brook.	*Bäck* (m.).
Broder, Bror (-en, Brøder).	Brother.	*Broder* (m.).
Børste (-en, -er).	Brush.	*Borste* (m.).
Men.	But.	*Men.*
Smør (-et).	Butter.	*Smör* (n.).
Købe (p. 7).	Buy.	*Köpa* (p. 12).
Ved (near); *forbi* (past.); *hos* (at the house of).	By.	*Ved, nära; förbi; hos.*
Raabe (p. 7).	Call, shout.	*Ropa* (p. 12).
Lys (-et).	Candle.	*Ljus* (n.; *l.* mute).
Hue (-en, -er).	Cap.	*Hufva* (f.)
Tiur (-en, -er).	Capercailzie.	*Tjäder* (m.).
Agt (-en); tag Dem i Agt.	Care; take care.	*Akt* (m.); *taga sig i akt.*
Agtsom.	Careful.	*Aktsam, sorgfällig.*
Vogn (-en, -e).	Carriage.	*Vagn* (m.).
Kariol (-en, -er).	Carriole.	*Karriol* (m.).
Bære (p. 7).	Carry.	*Bära* (p. 12).
Kjærre (-n, -er); Stolkjærre.	Cart; cart with seats.	*Kärra* (f.).
Bestemt.	Certain, decided.	*Bestämd.*
Stol (-en, -e).	Chair.	*Stol* (m.).
Skifte, (money) *vexle* (p. 7).	Change, to.	*Bysta, förändra; vexla* (p. 12).
Smaapenge.	Change, small money.	*Småpenningar.*
Pris (-en, -er).	Charge.	*Pris* (n.).
Billig.	Cheap.	*Billig.*
Ost (-en); Gammelost.	Cheese; sweet goats' milk cheese.	*Ost* (m.).
Kirsebær (*-et*; pl. id.).	Cherry.	*Kersbär* (n.).
Kylling (-en, -er).	Chicken.	*Kyckling* (m.).
Barn (-et, Børn).	Child.	*Barn* (n.).
Cigar (-ren, -rer).	Cigar.	*Cigarr* (m.).
Klasse (-n, -r); første, anden Klassens Billet.	Class; first, second class ticket.	*Klass* (m.); *en biljett första, andra klass.*
Ren.	Clean.	*Ren.*
Klar.	Clear.	*Klar.*
Klæder.	Clothes.	*Kläder.*
Multebær (*-et*, pl. id.).	Cloudberry.	*Hjortron* (n.).
Kiole (-n, -r).	Coat.	*Rock* (m.).
Torsk (-en, -e).	Cod.	*Kabiljo* (m.).
Kaffee (-n).	Coffee.	*Kaffe* (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Kold; jeg fryrer.	Cold; I am cold.	*Kall; jag fryser.*
Komme (p. 7).	Come.	*Komma* (p. 12).
Behagelig.	Comfortable.	*behaglig.*
Sædvanlig, almindelig.	Common, usual.	*Allmän, vanlig.*
Selskab (-et, -er).	Company.	*Sällskap* (n.).
Tælle (p. 7).	Count, to.	*Tälja* (p. 12).
Land (-et, -e).	Country.	*Land* (n.).
Koste (p. 7).	Cost, to.	*Kosta* (p. 12).
Ko (-en, Køer).	Cow.	*Ko* (f.).
Fløde (n).	Cream.	*Grädde* (m.).
Sprække (-n, -r).	Crevasse.	*Spricka* (f.).
Kop (-pen, -pe).	Cup.	*Kop* (m.).
Ribs (-et; pl. id.) *(røde, svarte).*	Currant (red, black).	*Korinter* (pl.), *Vinbær* (n.).
Skjære (p. 7).	Cut.	*Skära* (p. 12).
Daglig.	Daily.	*Daglig.*
Fare (-n, -er); farlig.	Danger; dangerous.	*Fara* (f.); *farlig.*
Mørk; Mørkhed.	Dark; darkness.	*Mörk, dunkel; mörker* (n.).
Datter (-en, Døtre).	Daughter.	*Dotter* (f.).
Dag (-en, -e).	Day.	*Dag* (m.).
Kjær (beloved); *dyr* (dear in price).	Dear.	*Kär; dyr.*
Dyb.	Deep.	*Djup* (*d* mute).
Forlange (p. 7).	Demand, ask (a price etc.).	*Fordra* (p. 12).
Stige ned (p. 7).	Descend.	*Stiga ned* (p. 12).
Forskjellig.	Different.	*Åtskillig.*
Vanskelig.	Difficult.	*Svår.*
Middagsmad (-en, -e), Middag.	Dinner.	*Middag, middagsmåltid* (m.).
Smudsig.	Dirty.	*Smulsig.*
Stige af (p. 7).	Dismount.	*Stiga ned* (p. 12).
Afstand (-en).	Distance.	*Afstånd* (n.).
Gjøre (p. 7).	Do, to.	*Göra* (p. 12).
Læge (-n, -r).	Doctor.	*Läkare* (m.).
Hund (-en, -e).	Dog.	*Hund* (m.).
Dør (-en, -e).	Door.	*Dörr* (f.).
Dobbelt.	Double.	*Dubbel.*
Ned, nede; nedad (Bakken).	Down; downhill.	*Ned.*
Klæde (-t, -r).	Dress.	*Kläde* (n.).
Drikke (p. 7).	Drink, to.	*Dricka* (p. 12)
Kjøre (p. 7).	Drive (a carriage).	*Köra* (p. 12).
Kudsk (-en, -e).	Driver.	*Kusk* (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Tør.	Dry (adj.).	*Torr.*
Tørre (p. 7).	Dry, to.	*Torka* (p. 12).
Om, under.	During.	*Om, under.*
Støv (-en, or *-et).*	Dust.	*Stoft* (n.).
Tidlig (adj.); *tidligt, betids* (adv.).	Early.	*Tidig* (adj.); *tidigt, bittida* (adv.).
Østlig, østre.	Easteru.	*Östlig, öster ut.*
Let.	Easy.	*Lätt.*
Spise, æde (p. 7).	Eat, to.	*Spisa* (p. 12); *äta* (p. 12).
Aeg (-get, Aeg); blødt-kogte, haard kogte, Speilægg.	Egg; soft, hard, poached eggs.	*Ägg* (u.); *lös-kokta, hård-kokta, stekta ägg.*
Enten — eller.	Either — or.	*Antingen — eller.*
Elsdyr (-et, Elsdyr).	Elk.	*Elg* (m.).
Engelsk; Engelskmand (-en, -mænd).	Euglish; Englishman.	*Engelsk; Engelsman* (m.).
Nok.	Enough.	*Nog.*
Couvert (-en, -er).	Envelope.	*Kuvert* (m.).
Omegn (-en).	Environs.	*Omliggande trakt* (m.).
Aften (-nen, -ne); Kvæld (-en, -e).	Evening.	*Afton* (m.).
Overalt.	Everywhere.	*Öfverallt.*
Langt; bevars; langt hervra.	Far; far from it; far from here.	*Långt borta, fjärran.*
Betaling (-en, -er), Pris (-en, -er); Pris-Moderation (-en).	Fare (railway, etc.); reduction of fare.	*Betalning* (f.), *pris* (n.).
Kost (-en), Spise (-n, -r).	Fare (food).	*Spis* (m.).
Gaard (-en, -e).	Farm-house.	*Gård* (m.).
Hurtig.	Fast.	*Hurtig.*
Fader, Far (-en, Fædre).	Father.	*Fader* (m.).
Besvær (-et).	Fatigue.	*Möda* (f.), *besvär (n.).*
Trœt.	Fatigued.	*Trött.*
Trygte (p. 7).	Fear, to.	*Frukta* (p. 12).
Drikkepenge (-n, pl. id.).	Fee, gratuity.	*Dricks penningar* (pl.).
Færge (-n, -r); Sund (-et, pl. id.).	Ferry.	*Färja* (f.).
Faa.	Few.	*Få.*
Mark (-en, -er).	Field.	*Fält* (n.).
Finde (p. 7).	Find, to.	*Finna* (p. 12).
Ild (-en).	Fire.	*Eld* (m.).
Fast.	Firm.	*Fast.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Fiske.	Fish, to.	*Fiska.*
Fisk (-en, -e); Fiskekrog (-en, -e); Fiskesnøre (-n, -r); Fiskestange (-stænger).	Fish; fishing-hook; fishing-line; fishing-rod.	*Fisk* (m.).
Flad.	Flat.	*Jämn.*
Flynder (-ren, -re).	Flounder.	*Flundra* (f.).
Btomst (-en, -er).	Flower.	*Blomma* (f.).
Flue (-n, -r).	Fly.	*Fluga* (f.).
Taage (-n).	Fog.	*Dimma* (f.).
Følge (p. 7).	Follow, to.	*Följa* (p. 12).
Fod (-en, Fødder); til Fods.	Foot; on foot.	*Fot* (pl. *fötter*); *till fots.*
Thi; (in front of) *for.*	For.	*Thi; för.*
Glemme (p. 7).	Forget.	*Glömma* (p. 12).
Gaf-fel (-len, -ler).	Fork.	*Gaffel* (m.).
Fryse (p. 7).	Freeze.	*Frysa* (p. 12).
Frisk, fersk.	Fresh.	*Frisk, färsk.*
Ven (-nen, -ner).	Friend.	*Vän* (m.))
Frugt (-en, -er); Rødgrød (-et).	Fruit; fruit-jelly.	*Frukt* (m.).
Fuld, fuldstændig.	Full, complete.	*Full.*
Fra.	From.	*Från.*
Vitdt; Lēg (-en, -e).	Game; a game.	*Vildbråd* (n.).
Grind (-en, -ar), Port (en, -e).	Gate.	*Port* (m.).
Flor (-et).	Ganze.	*Flor* (n.).
Herre (-n, -r).	Gentleman.	*Herre* (m.).
Faa; stige ned; stige ind; stige op; komme frem.	Get; get down; get in; get up; get on.	*Få; stiga ned, in, app; komma fram.*
Pige, Jente (-n, -r).	Girl.	*Flicka* (f.).
Give (p. 7).	Give.	*Gifva* (p. 12).
Bræ (-en, -er), Jøkel (-len, -ler).	Glacier.	*Isberg* (n.).
Glad; det gtæder mig.	Glad; I am glad.	*Glad, förnöjd.*
Glas (-et, Glas).	Glass.	*Glas* (n.).
Handsker.	Gloves.	*Handskar* (pl.).
Gaa (p. 7).	Go, to.	*Gå* (p. 12).
Gōd.	Good.	*God.*
Græs (-et).	Grass.	*Gräs* (n.).
Sīk (-en, -e).	Grayling.	*Harr* (m.).
Smørelse (-n).	Grease.	*Smörja* (f.).
Grøn.	Green.	*Grön.*
Gevær (-et -er); Krudt (-et).	Gun; gunpowder.	*Gevär* (n.); *krut* (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Haar (-et, -e).	Hair.	*Hår* (n.).
Skinke (-n, -r).	Ham.	*Skinka* (f.).
Haand (-en, Hænder).	Hand.	*Hand* (f.; *händer*).
Lommetørklæde (-t, -r).	Handkerchief.	*Näsduk* (m.).
Hare (-n, -r).	Hare.	*Hare* (m.).
Seletøi (-et).	Harness.	*Seldon* (n.).
Hat (-ten, -te).	Hat.	*Hatt* (m.).
Hø (-et).	Hay.	*Haj* (m.).
Hjerpe (-n, -r).	Hazel-hen.	*Hjerpe* (m.).
Hoved (-et, -er).	Head.	*Hufvud* (n.).
Tung.	Heavy (rough, steep, hilly).	*Tung.*
Hjælpe (p. 7).	Help.	*Hjelpa* (p. 12).
Her.	Here.	*Här.*
Sild (-en; Sild).	Herring.	*Sill* (f.).
Høi.	High.	*Höi.*
Bakke (-n, -r); bakket.	Hill; hilly.	*Backe* (m.).
Hyre (p. 7).	Hire.	*Hyra* (p. 12).
Holde (p. 7).	Hold.	*Hålla* (p. 13).
Hjem.	Home.	*Hem.*
Arlig.	Honest.	*Ärlig.*
Krog (-en, -e).	Hook.	*Krok* (m.).
Haabe (p. 7).	Hope, to.	*Hoppas* (p. 13).
Hest (-en, -e).	Horse.	*Häst* (m.).
Hēd, varm.	Hot.	*Het, varm.*
Time (-n, -r).	Hour.	*Timma* (f.).
Hus (-et, Hus).	House.	*Hus* (n.).
Hvorledes.	How.	*Huru.*
Sulten.	Hungry.	*Hungrig.*
Mand (-en, Mænd).	Husband.	*Man* (m.; *män*).
Is (-en); Isøxe (-n, -r).	Ice; ice-axe.	*Is* (m.).
Om, dersom, hvis.	If.	*Om.*
Ilde (adj. *sjuk*).	Ill.	*Sjuk.*
Strax.	Immediately.	*Genast.*
I; (adv.) *ind, inde.*	In.	*I; in, inne* (adv.).
For at.	In order that.	*För att.*
Ih; ja saa; virkelig.	Indeed.	*Ja så; verkligen.*
Blæk (-ket).	Ink.	*Bläck* (n.).
Station (-en, -er), Gjæstgiveri (-et, -er) Hotel (-let, -ler).	Inn.	*Gästgifvaregård, värdshus* (n.).
Vert (-en, -er).	Innkeeper.	*Värd* (m.).
Istedenfor.	Instead of.	*I stället för.*
Tolk (-en, -e).	Interpreter.	*Tolk* (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Jern.	Iron.	*Jern.*
Ø(-er), Holm (-en, -e); Skjær (-et, Skjær); Skjærgaard (udenskjærs, indenskjærs).	Island; rocky island; belt of islands (outside, inside the belt).	*Ö* (f.); *skär* (n.); *skärgård (utomskärs, inomskärs).*
Reise (-n, -r).	Journey.	*Resa* (f.).
Krukke (-n, -r).	Jug.	*Kruka* (f.).
Juli (-en).	July.	*Juli* (m.).
Springe (p. 7).	Jump.	*Springa.*
Juni (-en).	June.	*Juni* (m.).
Beholde (p. 7).	Keep, to.	*Behålla* (p. 13).
Kjed-el (-len, -ler).	Kettle.	*Kittel* (m.).
God, venlig.	Kind.	*God, vänlig.*
Konge (-n, -r).	King.	*Konung* (m.).
Kniv (-en, -e).	Knife.	*Knif* (m.).
Banke (p. 7).	Knock.	*Klappa* (p. 13).
Vide (a fact); *kjende* (a person) (p. 7).	Know.	*Veta; känna* (p. 13).
Dame (-n, -r); Frøken (-en, -er).	Lady; young lady.	*Dama* (f.), *fröken* (f.).
Sø (-en, -er); Vand (-et, -e).	Lake.	*Sjö* (m.).
Land (-et, -e).	Land.	*Land* (n.).
Sprog (-et, Sprog).	Language.	*Språk* (n.).
Stor.	Large.	*Stor.*
Sidst; ifjor.	Last; last year.	*Sista; ifjor.*
Sēnt.	Late.	*Sent.*
Lægge (p. 7).	Lay, put.	*Lägga* (p. 13).
Lære (p. 7).	Learn.	*Lära* (p. 13).
Mindst; idetmindste.	Least; at least.	*Minsta; i det minsta.*
Forlade; efterlade.	Leave; leave behind.	*Lemna; lemna qvar* (p. 13).
Igjen, tilovers.	Left (remaining over).	*Igen, qvar.*
Venstre.	Left (hand).	*Venstra.*
Ben (-et, -e).	Leg.	*Ben* (n.).
Lade (p. 7); *slippe* (p. 7).	Let; let go, let fall.	*Låta* (p. 13); *släppa* (p. 13).
Brev (-et, -e).	Letter.	*Bref* (n.).
Flat, jævn.	Level.	*Jämn.*
Ligge (p. 7).	Lie.	*Liggar* (p.).
Tænde.	Light, kindle.	*Tända* (p. 13).
Lys (-et, Lys).	Light (subst.).	*Ljus* (n.).
Let.	Light (in weight), easy.	*Lätt.*
Klar, lys.	Light (in colour), clear, bright.	*Klar, ljus.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Lige.	Like (adj.).	*Lik.*
Synes, like (p. 7).	Like, to.	*Tycka (om), likna.*
Liden (pl. *smaa*; adv. *lidt*).	Little.	*Liten* (pl. *små*); *lidet.*
Logi (-et; pron. *lozhee), Kvartér (-et, -e).*	Lodging.	*Boning* (f.).
Lang.	Long.	*Lång.*
Løs.	Loose, slack.	*Lös.*
Tabe (p. 7).	Lose, to.	*Förlora* (p. 13).
Lav.	Low.	*Låg.*
Tøi (-et).	Luggage.	*Bagage* (n.).
	Make, see do.	
Mand (-en, Mænd).	Man.	*Man* (m.; *män*).
Kort, Landkort (et, -e).	Map.	*Karta* (f.).
Myr (-en).	Marsh.	*Sump* (m.), *träsk* (n.).
Fyrstikker.	Matches.	*Tändstickor.*
Mening (-en, -er), Betydning (-en, -er).	Meaning.	*Mening* (f.), *betydning* (f.).
Kjød.	Meat.	*Kött* (n.).
Istandsætte, reparere, udbedre.	Mend.	*Sätta i stånd; reparera.*
Sendebud, Forbud (-*et*, pl. id.).	Messenger.	*Bud* (n.).
Middag (-en).	Midday.	*Middag* (m.).
Midnat (-ten).	Midnight.	*Midnatt* (f.).
Mil (-en, Mil or *Mile).*	Mile.	*Mil* (f.).
Melk (-en).	Milk.	*Mjölk* (f.).
Tage feil (p. 7).	Mistake, make a mistake.	*Misstaga sig* (p. 13).
Øieblik (-ket, -ke).	Moment.	*Ögonblick* (n.).
Penge (-n, Penge).	Money.	*Penningar.*
Maaned (-en, -er).	Month.	*Månad* (m.).
Maane (-n, -r).	Moon.	*Måne* (m.).
Mēr (pl. *flered*).	More.	*Mer, mera* (pl. *flera*).
Mēst (pl. *fleste*).	Most.	*Mest, mesta* (pl. *flesta*).
Moder, Mor (-en, Mødre).	Mother.	*Moder* (f.; *mödre*).
Stige, sidde op (p. 7).	Mount.	*Stiga, sitta upp* (p. 13).
Fjeld (-et, -e).	Mountain.	*Fjäll* (n.).
Meget.	Much.	*Mycket.*
Senep (-en).	Mustard.	*Senap* (m.).
Faarekjød (-et).	Mutton.	*Fårkött* (n.).
Negl (-en, -e).	Nail.	*Nagel* (m.).
Navn (-et, -e).	Name.	*Namn* (n.).
Kalde; hedde (p. 7).	Name, call; to be named.	*Kalla; heta* (p. 13).

NORWEGIAN.	ENGLISH.	SWEDISH.
Nær, ved.	Near.	*Nära, ved.*
Næsten.	Nearly.	*Nästan.*
Synaal (-en, -e).	Needle	*Synål* (f.).
Nærhed (-en).	Neighbourhood.	*Grannskap* (n.).
Garn (-et, Garn), Net (-et, Net).	Net.	*Nät, garn* (n.).
Aldrig.	Never.	*Aldrig.*
Avis (-en, -er).	Newspaper.	*Tidingsblad* (n.).
Næste.	Next.	*Nästa.*
Natt (-en, Nætter); om Natten.	Night; at night.	*Natt* (f.; *nätter); om natten.*
Nej.	No.	*Nej.*
Støi (-en), Bulder (-ret).	Noise.	*Buller* (n.).
Middag (-en).	Noon.	*Middag* (m.).
Nord (-en); nordlig, nordre.	North; northern.	*Nord* (m.).
Norsk.	Norwegian.	*Norsk.*
Ikke; slet ikke.	Not; not at all.	*Icke; slätt icke.*
Nu.	Now.	*Nu.*
Ingensteds.	Nowhere.	*Ingenstädes.*
Aare (-n, -r).	Oar.	*Åra* (f.).
Ktokken; Ktokken er fire, et kvarter til sex, halv syv, tre kvarter til otte.	O'clock; it is 4, 5. 15, 6. 30, 7. 45 o'clock.	*Ktockan; klockan är fyra, en qvart öfver fem, half sju, tre qvart på åtta.*
Af; naturligvīs.	Of; of course.	*Af; naturligtvis, ja visst, bevars.*
Kontor (-et, Kontor).	Office (counting-house).	*Kontor* (n.).
Embede (-t, -r).	Office (appointment).	*Embete* (n.).
Ofte, tidt.	Often.	*Ofta.*
Otie (-n.)	Oil.	*Olja* (f.).
Gammel.	Old.	*Gammal.*
Paa.	On.	*På.*
Engang.	Once.	*En gång.*
Kun.	Only.	*Blott; endast.*
Aaben.	Open (adj.)	*Öppen.*
Aabne (p. 7).	Open, to.	*Öppna* (p. 13).
Eller.	Or.	*Eller.*
Ligeover for.	Opposite.	*Midtemot.*
Bestille (p. 7).	Order, to.	*Bestätta* (p. 13).
Over.	Over, upwards of.	*Öfver.*
Ud, ude.	Out.	*Ut, ute.*
Pandekage (-n, -r).	Pancake.	*Pannkaka* (f.).
Papīr (-et).	Paper.	*Papper* (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Forladelse (-n), Tilgivelse (-n).	Pardon.	*Ursäkt* (f.).
Præstegaard (en-, -e).	Parsonage.	*Prestgård* (m.).
Især.	Particularly.	*Synnerligen.*
Dēls.	Partly.	*Dels.*
Agerhøne (-n, -r).	Partridge.	*Rapphöns* (n.).
Forbi.	Past.	*Förbi.*
Betale (p. 7).	Pay, to.	*Betala* (p. 13).
Betaling (-en, -er).	Payment.	*Betalning* (f.).
Bonde (-n, Bønder).	Peasant.	*Bonde* (m.).
Pind (-en, -e), Stift (-en, -er).	Peg, pin.	*Pinne* (m.).
Pen (-nen, -ne).	Pen.	*Penna* (f.).
Folk (-et, Folk).	People.	*Folk* (n.).
Peb-er (-ren).	Pepper.	*Peppar* (m.).
Kanske, maaske.	Perhaps.	*Kanske.*
Person (-en, -er).	Person.	*Person* (m.).
Fotografi (-en, -er).	Photograph.	*Fotografi* (f.).
Stykke (-n, -r).	Piece.	*Stycke* (n.).
Brygge, Landingsbrygge (-n, -r).	Pier.	*Bro* (f.).
Lods (-en, -er; pron. *Lōs).*	Pilot.	*Lots* (m.).
Naal (-en, -e).	Pin.	*Nagel; spik* (m.).
Pibe (-n, -r).	Pipe.	*Pipa* (f.).
Sted (-et, -er), Plads (-en, -er).	Place.	*Plats* (m.).
Tallerken (-en, -er).	Plate.	*Tallrik* (m.).
Behagelig.	Pleasant.	*Angenäm.*
Vær saa god, vær saa artig.	Please.	*Var så god.*
Fornøielse (-n, -r).	Pleasure.	*Föröielse* (f.).
Høflig.	Polite.	*Höflig.*
Fattig.	Poor.	*Fattig.*
Bærer (-en, -e).	Porter.	*Bärare* (m.).
Mulig; muligvīs.	Possible; possibly.	*Möjlig.*
Porto (-en); Frimærke (-t, -r).	Postage; postage-stamp.	*Porto* (n.); *Frimärke* (n.).
Skydsgut (-ten, -ter).	Post-boy.	*Skjutspojke* (m.).
Skydsskaffer (-en, -e).	Post-master.	*Postmästare* (m.).
Postkontor (-et).	Post-office.	*Postkontor* (n.).
Skydsstation (-en, -er; pron. shøss-stăs-hoon), *Skifte.*	Posting-station.	*Skjutsstation* (f.).
Potete (-n, -r), Kartof-fel (-len, -ler).	Potato.	*Potates* (pl.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Pen, smuk.	Pretty.	*Täck.*
Prīs (-en, -er).	Price.	*Pris* (n.).
Rimelig; rimeligvīs.	Probable; probably.	*Sannolik.*
Udtale (p. 7).	Pronounce.	*Uttala* (p. 13).
Udtale (-n).	Pronunciation.	*Uttal* (n.).
Proviant (en), Nisle (-n).	Provisions.	*Proviant* (m.).
Rype.	Ptarmigan.	*Ripa* (f.).
Sætte (p. 7); *spænde* (p. 7).	Put; put to (horses).	*Sätta* (p. 13); *spänna för* (p. 13).
Hurtig; hurtigt (fort).	Quick; quickly.	*Hurlig; fort, hurtigt.*
Jernbane (-n, -r); Banegaard (-en, -e).	Railway; railway-station.	*Jernbana; bangård* (m.).
Regn (-en).	Rain.	*Regn* (n.).
Regne (p. 8).	Rain, to.	*Regna* (p. 13).
Hinbær (*-et*, pl. id.).	Raspberry.	*Hallon* (n.).
Læse (p. 8).	Read, to.	*Läsa* (p. 13).
Færdig.	Ready.	*Färdig.*
Regne (p. 8).	Reckon, to.	*Räkna* (p. 13).
Rød.	Red.	*Röd.*
Rensdyr (*-et*, pl. id.).	Reindeer.	*Ren* (m.).
Tøiler, Tømmer.	Reins.	*Tygel* (m.).
Behøve (p. 8).	Require.	*Behöfva* (p. 13).
Hvile (p. 8).	Rest, to.	*Hvila* (p. 13).
Komme or *gaa tilbage.*	Return (v. i.).	*Vända; resa tilbaka* (p. 13).
Løn (-en, Løn).	Reward, wages.	*Lön* (f.).
Baand (-et).	Ribbon.	*Band* (n.).
Rig.	Rich.	*Rik.*
Ride.	Ride.	*Rida* (p. 13).
Rigtig; De har Ret.	Right; you are right.	*Riktig; Ni* or *Herrn har rätt.*
Høiere.	Right (hand).	*Höger.*
Elv (-en, -e).	River.	*Elf* or *älf* (f.).
Vei (-en, -e).	Road.	*Väg* (m.).
Stege.	Roast, to.	*Steka* (p. 13).
Værelse (-t, -r).	Room.	*Rum* (n.).
Toug (-et).	Rope.	*Rep* (n.).
Ujævn, (of water) *urolig.*	Rough.	*Ojämn*, (of water) *orolig.*
Rundt om.	Round.	*Rundt om.*
Roe (p. 8).	Row, to.	*Ro* (p. 13).
Roerskarl (-en, -e).	Rower.	*Roddare* (m.).
Løbe (p. 8).	Run, to.	*Löpa* (p. 13).
Sad-el (-len, -ler).	Saddle.	*Sadel* (m.).
Sikker.	Safe.	*Säker.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Lax (-en, Lax).	Salmon.	*Lax* (m.).
Salt (-et, -e).	Salt.	*Salt* (n.).
Sand (-en); sandig.	Sand; sandy.	*Sand* (m.); *sandig.*
Saus (-en).	Sauce.	*Sås* (m.).
Sige (p. 8).	Say, to.	*Säga* (p. 13).
Sax (-en, -e).	Scissors.	*Sax* (f.).
Sø (-en, -er).	Sea.	*Sjö* (m.).
Sende (p. 8).	Send, to.	*Sända* (p. 13).
See (p. 8).	See, to.	*Se* (p. 13).
Søge (p. 8).	Seek, to.	*Söka* (p. 13).
Sjælden.	Seldom.	*Sällan.*
Sælge (p. 8).	Sell, to.	*Sälja* (p. 13).
Tjener (-en, -e), Dreng (-en, -e); Pige (-n, -r), Jente (-n, -r).	Servant; servant girl.	*Tjänare* (m.); *flicka* (f.).
Stange (-n, Stænger).	Shaft (of a carriage).	*Tistel* (m.).
Grund.	Shallow.	*Grund.*
Lagen (-et, -er).	Sheet.	*Lakan* (n.).
Skjorte (-n, -r).	Shirt.	*Skjorta* (f.).
Sko (-en, -e).	Shoe.	*Sko* (m.).
Skyde.	Shoot, to.	*Skjuta* (p. 13).
Jagt (-en).	Shooting (chase).	*Jagt* (f.).
Butik (-en, -er); Handler (-en, -e).	Shop; shop-keeper.	*Butik* (m.); *Handlande* (m.).
Kort.	Short.	*Kort.*
Hagel (-len).	Shot.	*Hagel, skrot* (n.).
Lukke (p. 8).	Shut, to.	*Stänga* (p. 13).
Lukket.	Shut.	*Slutet.*
Sjuk.	Sick.	*Sjuk.*
Side (-n, -r).	Side.	*Sida* (f.).
Siden (of time); *fordi, efterdi* (causal).	Since.	*Sedan; emedan.*
Nip (-pet).	Sip.	*Sup* (m.).
Enkelt.	Single.	*Enkel.*
Søst-er (-ren, -re).	Sister.	*Syster* (f.).
Sidde.	Sit, to.	*Sitta* (p. 13).
Sove.	Sleep, to.	*Sofva* (p. 13).
Langsom.	Slow.	*Långsam.*
Ryge (intr.); *røge* (trans.).	Smoke, to.	*Ryka; röka* (p. 13).
Sneppe (-n, -r).	Snipe.	*Snäppa* (f.)
Sne (-en).	Snow.	*Snö* (m.).
Sne (p. 8).	Snow, to.	*Snöa* (p. 13).
Saa (conj.); *saaledes* (thus).	So.	*Så; således.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Sæbe (-n).	Soap.	*Såpa* (f.).
Sagte.	Softly (gently, slowly).	*Sakta.*
Undertiden.	Sometimes.	*Stundom.*
Snart.	Soon.	*Snart.*
Bedrøvet; det gjør mig ondt.	Sorry; I am sorry.	*Bedröfvad; det gör mig ondt.*
Suppe (-en).	Soup.	*Soppa* (f.)
Syd (-en); sydlig, søndre.	South; southern.	*Syd* (m.).
Tale.	Speak. to.	*Tala* (p. 13).
Skee (-n, -r).	Spoon.	*Sked* (f.).
Vaar (-et).	Spring.	*Vår* (f.).
Stald (-en, -e).	Stable.	*Stall* (n.).
Skifte (-t, -r).	Stage.	*Skifte* (n.).
	Stamp, see postage stamp.	
Staae (p. 8).	Stand, to.	*Stå* (p. 13).
	Station, see posting-station, railway-station.	
Afgaa, gaa bort (p. 8).	Start, to.	*Afga* (p. 13).
Dampskib (-et, -e).	Steamer.	*Ångbåt* (m.), *ångslup* (steam-launch).
Opvarter (-en, -e).	Steward.	*Uppassare* (m.).
Stok (-ken -ke).	Stick.	*Staf* (m.).
Endnu.	Still.	*Ännu.*
Stigbøile (-n, -r).	Stirrup.	*Stegbögel* (m.).
Strømpe (-n, -r).	Stocking.	*Strumpa* (f., pl. *-or*).
Sten (-en, -e); stenet.	Stone; stony.	*Sten* (m.).
Standse (p. 8).	Stop, to.	*Stå stilla* (p. 13).
Ligefrem.	Straight on.	*Rakt fram.*
Rem (-men, -mer).	Strap.	*Rem* (f.).
Jordbær (*-et;* pl. id.).	Strawberry.	*Smultron* (n.).
Strøm (-men, -me).	Stream.	*Ström* (m.).
Snor (-en, -e) Snøre (-n, -r), Hyssing (-en).	String.	*Snöre* (n.).
Stærk.	Strong (also rough, fatiguing).	*Stark.*
Saadan.	Such.	*Sådan.*
Suk-ker (-ren).	Sugar.	*Socker* (n.).
Som-mer (-ren, -re); om Somren.	Summer; in summer.	*Sommar* (m.); *om sommaren.*
Sol (-en, -e).	Sun.	*Sol* (f.).
Aftensmad (-en).	Supper.	*Aptonmåltid* (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Bord (-et, Bord).	Table.	*Bord* (n.).
Tage (p. 8); *sørge* (p. 8).	Take; take care of.	*Taga; hafva omsorg om* (p. 13).
Taxt (-en, -er).	Tariff.	*Taxa* (f.).
Thee (-n).	Tea.	*Te* (n.).
Kikkert (-en, -er).	Telescope.	*Teleskop* (n.).
End.	Than.	*Än.*
Tak; mange Tak.	Thanks; many thanks.	*Tackar; tackar ödmjukast (mosthumbly).*
At.	That.	*Att.*
Iovermorgen.	The day after to-morrow.	*I öfvermorgon.*
Iforgaas.	The day before yesterday.	*Förgår.*
Da, paa den Tid.	Then.	*Då, på den Tid.*
Der.	There.	*Der.*
Tyk.	Thick.	*Tjock.*
Tynd.	Thin.	*Tunn.*
Sag (-en, -er).	Thing.	*Sak* (f.).
Tænke (p. 8).	Think.	*Tänka* (p. 13).
Tørstig.	Thirsty.	*Törstig.*
Iaften; imorges.	This evening; this morning.	*I afton; i morse.*
Did.	Thither.	*Dit.*
Traad (-et, Traad).	Thread.	*Tråd* (m.).
Tre Gange.	Three times.	*Tre Gånger.*
Gjennem.	Through.	*Genom.*
Biljet (-tet, -ter).	Ticket.	*Biljett* (n.).
Trætt.	Tired.	*Trött.*
Fast.	Tight.	*Fest.*
Indtil; ikke før.	Till; not till.	*Till, intill.*
Tid (-en, -er).	Time.	*Tid* (m.).
Til.	To.	*Till.*
Tobak (-ken).	Tobacco.	*Tobak* (m.).
Idag; imorgen.	To-day; to-morrow.	*I dag; i morgon.*
Tilsammen.	Together.	*Ihop, tillsammans.*
For (*meget* etc.).	Too (much etc.).	*För mycket.*
Top (-pen, -pe).	Top.	*Spets* (m.).
Mod.	Towards.	*Emot.*
Haandklæde (-t, -r).	Towel.	*Handduk* (m.).
By (-en, -er).	Town.	*By* (m.).
Tog (-et, Tog).	Train.	*Tåg* (n.).
Oversættelse (-n, -r).	Translation.	*Öfversättning* (f.).
Reise (p. 8).	Travel, to.	*Resa* (p. 13).
Besvær (-et); besværlig.	Trouble; troublesome.	*Besvär* (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Benklæder.	Trousers.	*Benkläder.*
Ørret (-en, -er).	Trout.	*Forell* (m.).
Sand; det er sandt.	True; that is true.	*Sann; det är sannt.*
Kuffert (-en, -er).	Trunk.	*Koffert* (m.).
Sandhed (-en, -er).	Truth.	*Sanning* (f.).
Forsøge.	Try.	*Försöka* (p. 13).
To Gange.	Twice.	*Två gångar.*
Styg.	Ugly.	*Stygg.*
Paraply (-en, -er).	Umbrella.	*Regnskärm* (m.).
Unbestemt.	Uncertain.	*Obestämmt.*
Under.	Under.	*Under.*
Forstaae (p. 8).	Understand.	*Förstå* (p. 13).
Unbehagelig.	Unpleasant.	*Obehagelig.*
Op, oppe; opad (Bakken).	Up; uphill.	*Up, uppe; uppåt, uppåt backen.*
Paa.	Upon	*På.*
Brug (-en), Nytte(-n).	Use.	*Bruk* (n.).
Bruge (p. 8).	Use, to.	*Bruka* (p. 13).
Sædvanlig, almindelig.	Usual.	*Vanlig.*
Dal (-en, -e).	Valley.	*Dal* (m.).
Værdi (-en).	Value.	*Värde* (n.).
Grønsager.	Vegetables.	*Grönsaker.*
Slør (-et, Sløer).	Veil.	*Slöja* (f.).
Meget.	Very.	*Mycket.*
Udsigt (-en, -er).	View.	*Utsigt* (f.).
Landsby (-en, -er); Landhandler (-en, -e).	Village; village-shopkeeper.	*By* (m.).
Eddike (-n).	Vinegar.	*Ättika* (f.).
Besøg (-et, Besøg).	Visit.	*Besök* (n.).
Søreise (-n, -r).	Voyage.	*Sjöresa* (f.).
Vente (p. 8).	Wait.	*Vänta* (p. 13).
Opvarter (-en, -e).	Waiter.	*Uppassare* (m.).
Spadsergang (-en, -e).	Walk.	*Spatsergång* (m.).
Varm; jeg har varm.	Warm; I am warm.	*Varm.*
Vadske (p. 8).	Wash.	*Tvätta* (p. 13).
Vadskekone (-n, -r).	Washerwoman.	*Tvätterska* (f.).
Vand (et, -e).	Water.	*Vatten* (n.).
Lokum (-et), 'det lille Hus'.	Water-closet.	*Afträde* (n.), or *det lilla hus.*
Fos (-sen, -ser).	Waterfall.	*Fors* (m.).
Svag.	Weak.	*Svag.*
Veir (-et).	Weather.	*Väder* (n.).
Uge (-n, -r).	Week.	*Vecka* (f.).
Frisk, sund.	Well (in health).	*Frisk, sund.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Brønd (-en, -er), Kilde (-n, -r).	Well (subst.)	*Brunn* (m.), *källa* (f.).
Vel, godt.	Well (adv.).	*Väl, godt.*
Vest (-en); vestlig, vestre.	West; western.	*Vest* (m.).
Fugtig, vaad.	Wet.	*Fuktig, våt.*
Hjul (-et, Hjul).	Wheel.	*Hjul* (n.).
Svøbe (-n, -r).	Whip.	*Piska* (f.).
Naar, hvad Tid.	When (interrog.).	*När.*
Da (with past tense), *naar* (with present or future).	When (conj.)	*Då; när.*
Hvor.	Where.	*Hvar.*
Medens.	While.	*Medan.*
Hvorfor.	Why.	*Hvarför.*
Husfru (-en, -er).	Wife.	*Husfru, fru* (f.).
Vind (-en, -e).	Wind.	*Vind* (m.).
Vindue (-t, -r).	Window.	*Fönster* (n.).
Vin (-en, -e).	Wine.	*Vin* (n.).
Ønske (p. 8).	Wish, to.	*Önska* (p. 13).
Med.	With.	*Med.*
Inde.	Within.	*Inne.*
Kvinde (-n, -r).	Woman.	*Gvinna* (f.).
Skov (-en, -e); Tiur (-en, -er).	Wood; woodgrouse.	*Skog* (m.); *tjäder* (m.).
Ord (-et, Ord).	Word.	*Ord* (n.).
Arbeide (-t, -r).	Work.	*Arbete* (n.).
Værd.	Worth (adj.).	*Värd.*
Skrive (p. 8).	Write.	*Skrifva* (p. 13).
Urigtig, gal, falsk; jeg har Urett.	Wrong; I am wrong.	*Falsk, origtig; jag har orätt.*
Aar (-et, Aar).	Year.	*År* (n.).
Gūl.	Yellow.	*Gul.*
Igaar.	Yesterday.	*Igår.*
Ja, jo (the latter being used in answer to a question in the negative or expressing doubt).	Yes.	*Ja; jo.*
Ung.	Young.	*Ung.*

Short and Useful Phrases.

Norwegian.	English.	Swedish.
Gōd Morgen, Ăften, Nătt.	Good morning, evening, night.	*God morgon* (pron. gu morron), *afton, natt.*
Hvōrdan hār Dē det?	How do you do?	*Hur mår Ni (herrn)? Hur står det till?*
Tak skal De have! Mange Tak!	Thank you. Many thanks.	*Tack! Jag tackar så mycket.*
Vær saa gūd!	Be so good. Please.	*Var så god!*
Hvad ønsker De?	What do you want?	*Hvad önskar Ni? Hvad vill Ni ha?*
Hvad behāger? (sounds almost like *Va ba?*)	What do you wish?	*Hvad behagas?*
Tāler De Engelsk?	Do you speak English?	*Talar Ni engelsk?*
Nei, men jeg taler lidt norsk, svensk.	No, but I speak a little Norwegian, Swedish.	*Nej, men jag talar litet* (final *t* silent) *norska, svenska.*
Ønsker De et Værelse?	Do you want a room?	*Önskar Ni ett rum?*
Hvad kan jeg faa at spīse? (*æde* is used of animals only).	What can I have to eat?	*Hvad kan jag få att äta* (or *spisa*)?
Gīv! — Tāg! — Stŏp!	Give. Take. Stop.	*Ge (gif)! — Tag! — Håll (stopp)!*
Det behager mig aldeles ikke.	That (this) does not please me at all.	*Det behagar mig alls icke.*
Forstaar De det?	Do you understand that?	*Förstår Ni det?*
Er det ikke godt?	Is that not good?	*Är det icke* (more commonly *inte*) *bra?*
Jo, det er mēget godt. (*Jo* is used in reply to a negative interrogative.)	Yes, it is very good.	*Jo, det är mycket bra.*
Hvad hedder dette Stēd? Denne Statiōn? Hvad hedder Du?	What is the name of this place, this station? What is your name?	*Hvad heter detta ställe? den här statiōnen? Hvad heter du?*
Hvad hedder — kaldes — det paa norsk, paa svensk?	What is that in Norwegian, Swedish?	*Hvad heter det på norska, på svenska?*
Hvōrlēdes sȳnes De ŏm det?	How do you like that?	*Hvad tycker Ni ŏm det?*
Det behager mig meget godt.	I like it very well.	*Det behagar mig mycket bra.*
Vent lidt! Bī lidt!	Wait a little.	*Vänta litet!*
Pas paa!	Take care.	*Pass på! (se upp!)*

NORWEGIAN.	ENGLISH.	SWEDISH.
Det er ōverflādigt.	That is superfluous.	*Det är öfverflödigt.*
Hvem banker paa Døren?	Who is that knocking at the door?	*Hvem klappar på dörren?*
Kom ind!	Come in.	*Stig in!*
Vær saa god, lŭk Døren!	Please shut the door.	*Var så god och stäng dörren!*
Aabn et Víndue!	Open a window.	*Öppna ett fönster!*
Jeg er trætt, hulten og tørstig.	I am tired, hungry, and thirsty.	*Jag är trött, hungrig och törstig.*
Hvad koster det?	What does this cost?	*Hvad kostar det?*
Er alle Pladse optāgne?	Are all the places taken?	*Äro alla platser upptagna?*
Det gjør mig meget ondt.	I am very sorry for that.	*Det gör mig mycket ondt (ledsen).*
Kan De vexle en ti Kroner-Sedel?	Can you change a ten-crown note for me?	*Kan Ni vexla en tiekrone-sedel?*
Ja, men jeg har ikke Smaapenge, heller ikke Skillemynt.	Yes, but I have no small change.	*Ja, men jag har inte småmynt.*
Hvad er Klokken?	What o'clock is it?	*Hvad är klockan?*
Klokken er to; halv tolv; tre Kvarter til ēt; et Kvarter over ti; fem Minutter over fīre; mangler tre Minutter i syv.	It is two o'clock; half past eleven; a quarter to one; a quarter past ten; five minutes past four; three minutes to seven.	*Klockan är tu (två); half tolf; tre qvart på (or till) ett; en qvart öfver tio; fem minūter öfver fyra; fattas tre minuter i sju.*
Jeg vilde gjerne reise tīdligt.	I wish to start early.	*Jag ville gerna resa tidigt.*
Jeg vilde gjerne vækkes.	I wish to be called (wakened).	*Jag ville gerna bli väckt.*
Naar skal jeg vække Dem?	When am I to waken you?	*När (hur dags) skall jag väcka Er?*
Klokken sex.	At six o'clock.	*Klockan sex.*
Det er for sēnt.	That is too late.	*Det är för sēnt.*
Saa maa De komme tidligere.	Come earlier then.	*Då får Ni komma tidigare.*
Ønsker De at spīse Frōkost?	Do you want breakfast?	*Önskar (vill) Ni äta frukost?*
Ja, Tak! Nei, Tak! (*Tak* is not used alone.)	Yes, thank you. No, thank you.	*Ja, jag tackar; nej, jag tackar.*
Der er Drikkepenge.	Here is the gratuity.	*Där är dricks-pengar.*
Om Forlādelse! Jeg bēder om Undskyldning!	Excuse me.	*Ursäkta! Jag ber om ursäkt.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Tag det ikke ilde op!	Don't take it ill.	*Tag inte illa upp!*
Det gjør intet.	That does not matter.	*Det gör ingenting (skadar inte).*
Veiret er idāg smukt, men igaar var det meget stygt; det regnede den hēle Dāg.	To-day the weather is fine, but yesterday it was very bad; it rained the whole day.	*Vädret är i dag vackerl, men i går var det mycket dåligt; det regnade hela dagen.*
I morgen vil vi hāve Blæst.	To-morrow will be windy.	*I morgon få vi blåst.*
Veiret er mørkl, lummert, varmt, koldt, foranderligt, bestandigt.	The weather is dull, sultry, warm, cold, changeable, settled.	*Vädrel är mulet, qvalmigt, varmt, kallt, ostadigt, stadigt.*
Sønden-vinden har Skyer og Regn til Følge.	The south wind brings clouds and rain.	*Sunnanvinden har med sig moln och regn.*
Det bliver kjāligt; det klarer op.	It is getting cooler; it is clearing up.	*Det blir kyligt; det klarnar upp.*
Solen gaar tidligt op.	The sun rises early.	*Solen går tidigt upp.*
Solen gaar sildigt nēd.	The sun sets late.	*Solen går sent ned.*
Om Sommeren i de lyse Nætter reiser man meget behageligt — hyggeligt.	One can travel comfortably in the light nights of summer.	*Om sommaren under de ljusa nätterna reser man mycket behagligt.*

Jeg glæder mig meget over at se Dem igjēn.	I am very glad to see you again.	*Del gläder mig mycket att återse Er.*
Er De syg?	Are you ill?	*Ar Ni sjuk?*
Jeg er ikke rask.	I am not well.	*Jag mår inte bra.*
Skal jeg gaa efter en Læge?	Shall I go for a doctor?	*Skall jag gå éfter en läkare?*
Jeg har Tandepine.	I have toothache.	*Jag har tandvärk.*
Jeg har ingen Feber, men jeg trænger til Hvīle.	I have no fever, but I need rest.	*Jag har inte någon feber, men jag behöfver hvila.*
Lad mig være alene.	Leave me alone.	*Låt mig vara ensam.*
Lēv vēl! Fār vēl!	Farewell.	*Farväl! Adieu!*

Vær saa god, vīs mig Vejen til N.	Please show me the way to N.	*Var så god och visa mig vägen till N.*
Hvōr kommer De frā?	Where are you coming from?	*Hvarifrån kommer Ni?*
Jeg kommer fra Slottet.	I come from the castle.	*Jag kommer från slottet.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Gaa lĭgefrĕm; til højre; til venstre.	Go straight on; to the right; to the left.	*Gå rākt frăm; åt höger; åt venster.*
Hvōrlängt er der herfra til N?	How far is it from here to N?	*Hur långt är det härifrån till N.?*
Hvōrlænge behøves, for at komme til N?	How much time do I need to reach N.?	*Hur lång tid behöfs det för att komma till N.?*
Kan vi finde os tilrette med Kortet?	Can we find our way with the plan (map)?	*Kunna vi hitta efter kārtan?*
Ved Hjørnet maa De spørge Dem videre frem.	You must ask again at the corner.	*Vid hörnet måste Ni fråga (fråga Er för) vidare.*
Gaa altid fremād.	Go straight forwards.	*Gå alltjämt framåt.*
Naar kommer Du tilbāge?	When are you coming back?	*När kommer du tillbāka?*
Er Herr N. hjemme?	Is Mr. N. at home?	*Är Herr N. hemma?*
Kan jeg faa Hr. N. i Tale?	Can I see Mr. N.?	*Kan jag få tala med Herr N.?*
Gīv ham mit Kort.	Give him my card.	*Ge honom mitt kort (visītkort).*
Hvōr er Pórtneren?	Where is the porter?	*Hvar är portvaktaren?*
Er De fremmed hēr?	Are you a stranger here?	*Är Ni främling här?*
Er De gift?	Are you married?	*Är Ni gift?*
Har De Børn?	Have you any children?	*Har Ni bārn?*
Jeg har været gift og har et Barn.	I was married and have one child.	*Jag har varit gift och har ett bārn.*
En Søn eller en Datter?	A son or a daughter?	*En son eller en dotter?*
Opvārter, ēn Flaske Vīn, Øl, en Kop Kaffe!	Waiter, a bottle of wine, beer, a cup of coffee.	*Kypare, en butélj vin, öl, en kopp kåffe!*
Ønsker De Hvēdebrād dertil, eller Kāger?	Do you want wheaten bread with it, or cake?	*Önskar Ni hvetebröd eller kakor till?*
Bring mig en Aqvavīt! (en Cognac, en „Allum", en „Lysholmer").	Bring me a glass of spirits (brandy, 'Allum', 'Lysholmer').	*Ge mig en sup, ett glas brännvin, konjak,* etc.
Bring mig Punsch og Sodavand.	Bring me some punch and soda-water.	*Ge mig punsch och sodavatten.*
Spirituoser faas ikke	Spirits are not to be	*Spirituosa kan man*

NORWEGIAN.	ENGLISH.	SWEDISH.
om Lørdægs Aften og hēle Søndagen.	got on Saturday evening and Sunday.	*icke få om lördags afton* (or *qväll*) *och hela söndagen* (generally pron. söndăn).
Bring mig en halv Portion af denne Stēg, Poletes og en halv Flask Øl (en halv Øl).	Bring me half a portion of this roast meat, some potatoes, and half a bottle of beer.	*Ge mig en half portion* (pron. pŏrtshōn) *af den här steken, potatis och en half bulelj öl (en half öl).*
Hvōr er Spīseseddeln?	Where is the bill of fare?	*Hvar är mālsēdeln?*
Ønsker De Rūgbrēd eller Hvēdebrēd?	Do you want rye-bread or wheaten-bread?	*Önskar Ni rågbröd eller hvelebröd?*
Jeg ønsker Brēd, Smĕr og Osl.	I want some bread, butter, and cheese.	*Jag önskar bröd, smör och osl.*
Hvad sȳnes De om Gammelosl og Mysost?	How do you like the old cheese and the Myse cheese?	*Hvad tycker Ni om gammal ost och mēsost?*
Den førsle er for barsk og den anden for sēd.	The former is too strong and the latter too sweet.	*Den förste är för skarp och den andre för söt.*
Bring mig en Knīv, en Gaffel, en Tållerken, en Skē og et Glas. Nei, heller to Glas.	Bring me a knife, a fork, a plate, a spoon, and a glass. No, better two glasses.	*Ge mig knif och gaffel, en tallrick, en sked och ett glas. Nej, häldre två glas!*
Der mangler Sall, Pēber, Sennop, Eddike.	There is no salt, pepper, mustard, vinegar.	*Del fallas sall, peppar, sēnap, ällika.*
Har De kogende Vand?	Have you boiling water?	*Har Ni varml vatlen?*
Bring mig en Pândekāge og Sukker; en Pølse, Suppe, Mælkevelling; Mælk og Flēde; Grønt (Gemyse) etc.	Bring me a pancake and sugar; a sausage, soup, some bread-and-milk; milk and cream; some vegetables.	*Ge mig en pânnkāka och socker; en korf, soppa, välling; mjölk och grädda; grönsāker*, etc.
Ønsker De varm Frōkosl, inden De reise?	Do you wish a hot (meat) breakfast before you start?	*Önskar Ni varm frukost före resan?*
Nei, kun en Kop Kâffe og to Æg; men haard-, blødkoyte Æg.	No, only a cup of coffee and two eggs; but the eggs must be hard, soft boiled.	*Nej, bara en kopp kaffe och två ägg; men hård-kokta, lös-kokta ägg.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Kan jeg faa Rǿræg eller Speilæg?	Can I have beat-up or poached eggs?	*Kan jag få ägg-röra eller stekta ägg?*
Har De Fisk?	Have you fish?	*Har Ni fisk?*
Ja, der er Torsk, Lax, Ørreter, Mākrēl, Hummer, Flyndre og saa vídere.	Yes, you can have torsk (a kind of cod), salmon, mackerel, lobster, flounders, etc.	*Ja, det fins torsk, lax, foreller, makrill, hummer, flundror och så vidare.*
Kan jeg faa noget Koldt, Skinke, Pølse og andet saadant?	Can I have something cold; ham, sausage, or something of that sort?	*Kan jag få någon kallmat, skinka, korf och annat sådant?*
Vilbekomme!	May it agree with you! (said on rising from table after dinner).	*Välbekomme!*

Lād vaske mit Linned.	Get my things washed.	*Låt tvätta mitt linne.*
Naar kommer Vǎskerkōnen?	When does the washerwoman come?	*När kommer tvätterskan?*
I morgen, om to Dāge maa alt være færdig.	Everything must be ready to morrow, in two days.	*I morgon, om två dar måste allt vara färdigt (vara i ordning).*
Kan jeg stōle derpaa?	Can I depend upon it?	*Kan jag lita på det?*
Jeg har faaet et stort Hul i Frakken, i Kjolen, i Búxerne; lad det straxt sỹ samme, reparēre.	I have made a large hole in my coat, dress-coat, trousers; get it mended at once.	*Jag har fått ett stort hål på rocken, på fracken, på byxorna; låt genast laga det.*
Hvor mēget er jeg Dem skyldig?	How much do I owe you?	*Hur mycket är jag skyldig Er?*
Det er for meget, for dȳrt.	That is too much, too dear.	*Det är för mycket, för dyrt.*
Priserne er for høie.	The charges are too high.	*Priserna äro för höga.*
Vil De snyde mig?	Do you want to cheat me?	*Vill Ni preja mig?*

Bring mit Tøi — min Bagage — i Hotellet.	Bring my luggage to the hotel.	*Skaffa mina saker (mitt bagage) till hotellet.*
Hvad er Taxten?	What is the regular charge (tariff)?	*Hvad är taxan?*
Hvad betāles for Kjørsel med Kjǿretøi	What is the charge for the drive for a	*Hvad betalar man för åkning med en en-*

NORWEGIAN.	ENGLISH.	SWEDISH.
forspændt med ēn eller tō Heste?	carriage with one horse, with two horses?	*spännare, en tvåspännare (åkdon med en, två hästar)?*
Hent mig en Droschke fra nærmeste Holdeplads.	Fetch me a cab from the nearest stand.	*Hemta mig en droska från närmaste hållplats.*
Hvormeget betales hēn og tilbāge — for Tur og Retur?	What is the fare there and back?	*Hvad betalar man (för åkning) från och tillbaka?*
For længere Ture betales efter Overēnskomst.	For longer drives the fares are according to bargain.	*För längre turer betalar man efter öfverenskommelse.*
Med Vogne med ēn Hest befordres kun to voxne Personer.	Only two grown-up persons can be conveyed in a one-horse carriage.	*Med en häst befordrar man blott två vuxna personer.*
Jeg vil kjøre tīmevīs. Hvormeget koster det per Tīme?	I wish to drive by time; what is the fare per hour?	*Jag vill fara på timme; hvad kostar det i timmen?*
Er der en Bȳbūd, eller en Færgemand?	Is there a porter here, or a boatman?	*Fins här ett stadsbud (en bärare) eller en båtkarl (roddare)?*
Vil De have Landskyds eller Baadskyds?	Do you wish to go by land or water?	*Vill Ni färdas landvägen eller sjövägen?*
Jeg vil reise med Dampskībet.	I wish to travel by the steamboat.	*Jag vill fara med ångbåten.*
Idāg gaar intet Dampskib.	No steamboat starts to-day.	*I dag går ingen ångbåt.*
Da besørg en Baad med fire Mænd (not *Mænd*).	Then order a boat with four men.	*Beställ da en båt med fyra karlar (man).*
Har de Nīste med?	Have you provisions with you?	*Har Ni matsäck med?*
Der er Niste for Dĕm og for Rōrskarlene (pron. *kárene*).	Here are provisions for you and the rowers.	*Här är matsäck för Er och roddarna.*
Den unge Rorskar(l)er meget flink og staut.	The young oarsman is very fast and strong.	*Den unge roddaren är mycket rask och stark.*
Vil vi faa Vind eller Regn?	Shall we have wind or rain?	*Få vi blåst eller regn?*
Fjōrden er lidt ūrōlig; der er Bølger.	The fjord is rough; there are waves.	*Fjärden är orolig(upprörd); det går vågor (böljor).*
Da bliver jeg sēsȳg.	Then I shall be sea-sick.	*Då blir jag sjösjuk.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Vær saa god, vis meg Veien til Bānegaarden.	Please tell me which is the way to the station?	*Var så god och visa mig vägen till bāngården.*
Naar gaar Tōgel til N.?	When does the train for N. start?	*När går tågel lill N.?*
Reiser De mēd Hurtig- eller det blandede Tōg?	Do you travel by the express train or by the mixed train?	*Reser Ni med snälltåget eller med blandade tågel?*
Billetkontōret er ĕndnū ikke aabent.	The ticket-office is not open yet.	*Biljettkontōret är ännu inte öppet.*
Naar aabnes det?	When is it opened?	*När öppnas det?*
En Billet første — anden — trēdje Klasse til N.	A ticket for N., first-class, second-class, third-class.	*En biljelt första — andra — trēdje klass till N.*
Har De Overvĕgt?	Have you overweight?	*Har Ni öfvervigt?*
Hvor er Røg-, Dāmekupēen?	Where is the smoking carriage, the ladies' compartmeut?	*Hvar är rök-, dāmkupén?*
Frā hvilken Kant kommer Vinden?	Which side does the wind come from?	*Från hvilket håll kommer vinden?*
Vær saa god, luk Vinduet!	Please shut the window.	*Var så god och släng fönstret!*
Trækluft er meget fārlig.	A draught is very dangerous.	*Drag är myckel farligt.*
Hvad hedder delle Vand, hint Bjerg, denne Station?	What is the name of this lake, mountain, station?	*Hvad heter den här sjön, del der berget, den här statiōnen?*
Er Bānen smālspōrel?	Is this a narrow-gauge line?	*Är delta en smalspårig bana?*
Hvor mange Klasser gīves her?	How many classes are there?	*Hur många klasser fins det här?*
Bāre lo, lre, en.	Only two, three, one.	*Bloll (bara) två, tre, en.*
Er der el godt Hotel i N? Hvilkel er det bedsle?	Is there a good hotel at N.? Which is the best?	*Fins del ett godl (bra) Hotel i N.? Hvilkel är det bästa?*
De er alle gode; der er ingen Forskel.	They are all good; there is no difference.	*De äro alla bra; det fins ingen skilnad.*
Tak for behageligl Selskāb!	Thank you for your agreeable company.	*Tack för godl sällskap.*
Behagelig — lykkelig — Reise!	A pleasant, happy journey.	*Angenäm — lycklig — resa!*
Jeg gaar tilfods.	I go on foot.	*Jag går lill fōts.*
Hr. Konduktør, vil De	Guard, will you take	*Herr konduklör, vill*

NORWEGIAN.	ENGLISH.	SWEDISH.
opbevare mit Tøi, til i Eftermiddag?	care of my luggage till the afternoon?	*Ni (vill Herr konduktören) förvara mina saker tills i eftermiddag?*
Kan jeg faa et Værelse med en Seng — med to Senge?	Can I have a room with one bed, with two beds?	*Kan jag få ett rŭm med en säng — med två sängar?*
Bring mig et Lȳs og koldt Vand, for at vaske mig.	Bring me a candle and some cold water for washing myself.	*Skaffa mig ett ljus och kallt vatten till att tvätta mig i.*
Hvor er Lōkumet, Dăs?	Where is the water-closet?	*Hvar är privētet (afträdet)?*
Gaa opad, nēdād Trappen og derefter til høire, til venstre.	Go upstairs, downstairs, and then turn to the right, left.	*Gå uppför, nedför trappan och sedan till höger, till venster.*
Har De en Stōvleknægt?	Have you a boot-jack?	*Har Ni en stöfvelknekt?*
Nei, men jeg skal gaa efter Gaardskarlen, som skœl trække af Dem Støvlerne.	No, but I will call the 'boots', to pull off your boots.	*Nej, men jag vill ropa på gårdsdrängen, som skall dra af Er stöflarna.*
Jeg forstaar Dem ikke, De maa tale høiere og lângsómmere.	I do not understand you, you must speak louder and slower.	*Jag förstår Er inte, Ni måste tala högre och långsammare.*
Kan jeg faa en Fører, en Ledsager, en Bærer?	Can I procure a guide, attendant (to show the way), porter?	*Kan jag få en förare (vägvisare), en ledsagare, en bärare?*
Jeg gīver gjerne dobbelte Drikkepenge.	I am ready to give a double gratuity.	*Jag ger gerna dubbla drickspengar.*
Jeg vil saa straxt som mūligt have en Kariōl og en Hest; tō Karioler med tō Heste.	I wish as soon as possible a carriole with one horse, two carrioles with two horses.	*Jag ville så fort som möjligt få en skjutskärra (karriol) med en häst, två karrioler med två hästar.*
Hvad koster Skydsen til den næste Station?	What is the fare to the next station?	*Hvad kostar skjutsen tills nästa Station?*
Hvor er Dagbogen?	Where is the day-book?	*Hvar fins dagboken?*
Hos Stationsholderen, hos Skydsskafferen.	At the station-master's.	*Hos gästgifvaren* (generally pron. yay-shivăren).
Jeg vil straxt reise videre.	I wish to go on at once.	*Jag vill genast resa vidare.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Hvor er Skydskarlen, Gutten?	Where is the driver?	*Hvar är kusken (skjuls-pojken)?*
Det er en gōd og flink Hest. Hvor gammel er den?	That is a good and fast horse; how old is he?	*Det är en god och rask häst; hur gammal är han?*
Har Du en Tolleknīv?	Have you a knife?	*Har du en knif?*
Hvor har Stationsholderen kjøbt Hesten? Hvor mange Heste har han?	Where did the station-master buy this horse? How many horses has he?	*Hvar har gästgifvaren köpt hästen? Hur många hästar har han?*
Hesten er doven, der behøves en Pidsk. Har Du en?	The horse is lazy, he needs a whip. Have you got one?	*Hästen är lat, här behöfs en piska. Har du någon?*
De kjōrer for hurtigt, or langsomt!	You are driving too fast, too slow.	*Ni kör för fort, för långsamt.*
Jeg vil gjerne komme tīdligt til N., for at naa Dampskibet.	I want to get to N. in time to catch the steamboat.	*Jag vill gerna komma tidigt (i god lid) till N. för att hinna med ångbåten.*
Gode Ven! Kjære Fār — en Hest!	Good friend, dear father, a horse!	*Min kära vän, kära far, en häst!*
De maa vente lidt.	You must wait a little.	*Ni får vänta litet.*
Er her i Nærhēden et Postaabneri?	Is there a post-office near here?	*Fins här i närheten en postanstalt?*
Har De et Brēv for mig?	Have you a letter for me?	*Har Ni (fins här) nå got bref till mig?*
Naar kommer Posten til N?	When does the diligence for N. arrive?	*När kommer posten till N.?*
Faaes hēr godt Nattequarter, godt Nattelogis?	Can I obtain good night-quarters here?	*Kan man här få ett godt nattlogi?*
Alle Værelser er optāgne.	All the rooms are occupied.	*Alla rum äro upptagna.*
Jeg har desværre glemt min Vadsæk; gaa tilbāge for at hente den.	I have forgotten my travelling bag. Go back and fetch it.	*Jag har dessvärre glömt min resväska (nattsäck); gå tillbaka om hämta den.*
Jeg har tabt min Reisebōg. Jeg har fundet den igjen.	I have lost my guide-book. I have found it again.	*Jag har förlorat min resehandbok. Jag har funnit rätt på den igen.*
Stands lidt; vi vil vande Hestene.	Stop a little; we will let the horses drink.	*Håll (stanna) litet; vi vilja vattna hästarna.*
Hvad er det der?	What is that there?	*Hvad är det der?*
Der har gaaet en Skrēd	An avalanche has de-	*Der har ett ras ägt*

NORWEGIAN.	ENGLISH.	SWEDISH.
ned, en Snēskred, en Jōrdskred.	scended there, an avalanche of snow, a landslip.	*rum, ett snöras, ett jordras.*
Der er en Sæter, men der bor ingen Folk.	That is a sæter; but nobody lives in it.	*Der är en säter, men det bor ingen folk der.*
Denne Elv maa vi vade over.	We must wade through this river.	*Den här elfven (ån) måste vi vada öfver.*
Vi vil gaa over Snēbrōen.	We will cross the snow-bridge.	*Vi vilja gå öfver snöbron.*
Nei, gaa ikke, der er store Huller.	No, do not go, there are large holes in it.	*Nej, gå inte, där är stora hål.*
Er der Sprækker paa Bræen?	Are there crevasses in the glacier?	*Fins det remnor på glaciéren?*
Man maa sammenbindes med et Toug.	We must tie ourselves together with ropes.	*Man måste binda sig tillsammans med ett tåg.*
Jeg har et daarligt Bēn; jeg har en Blemme, en Būle.	I have a sore foot; I have a blister, a boil.	*Jag har ondt i foten; jag har en blåsa, en svulst.*

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1889.

Romsdal
Bremangerland
Sogn Sö
Newcastle
Bergen
Rotterdam
Bömmel Fj.
Haugesund
Stavanger
Hull
Ekersund
Farsund
Lindesnäs
NORTH SEA
Leith, Granton
London
Havre
Heligoland
Hamburg
Vossevangen
Odde
Bukken Fj.
Skien
Kragerö
Flekkefjord
Kristiansand
Gudbrandsdal
Valdres
Hallingdal
Hamar
KRISTIANIA
Marstrand
Uddevalla
Wenern
Wettern
GOTLAND
Jönköping
Norrköping
Linköping
Kalmar
Carlskrona
Gefle
Upsala
STOCKHOLM
Sala
Westerås
Falun
Siljan
Bollnäs
Söderhamn
Hudiksvall
Sundsvall
Hernösand
Wemdalen
Särna
Ljusne Elf
Dal Elf
Gottland
Öland
Visby
Ålands L.
Åland Haf
Gottska Sandö
Dagö
Ösel
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Gulf of Finland
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Wexiö
Tönsberg
Drammen
Kongsberg
Laurvik
Kongsvinger
Karlstad
Örebro
Kristinehamn
Filipstad
Hallsberg
Arvika
Skara
Borås
Vänersborg
Falköping
Saude
Sogne Fj.
Sogndal
Jotun Fj.
Lillehammer
Domaas
Nord Fj.
Hornindal
Lesje
Stattland
Tynset
Storsjö
Hernösand
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INDEX MAP OF
SWEDEN AND NORWAY
showing the
ROUTES AND SPECIAL MAPS
OF THE HANDBOOK.
Scale 1:10.000.000
Swedish Miles.
Norweg. Miles.
English Miles.
The small numerals (3) refer to the routes, the large (80) to the pages of the Handbook.
ARCTIC OCEAN
ATLANTIC OCEAN
Arctic Circle
Lofoten
Vesteraalen
Vest Fjord
LAPLAND
SWEDEN
Bothnia
North Cape
Hammerfest
Alten
Tromsö
Senjen
Andö
Östvaagö
Vestvaagö
Moskenäsö
Bodö
Saltdal
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Jokkmokk
Kautokeino
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Brahestad
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Levanger
Throndhjem
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Östersund
Nordmaling
Arnäs
Ullånger